FC1
C233

CANADA'S NATIONAL PARKS.

CANADA

AN ILLUSTRATED WEEKLY JOURNAL

EDITED BY WALTER J. M. LEFROY.

No. 797. Vol. LXII. Registered at the G.P.O. as a Newspaper. LONDON and MONTREAL. SATURDAY, APRIL 16, 1921. Price 9d. (20 CENTS.)

COMMERCE
MANUFACTURES
EXPORTS
MINING
FINANCE
EMIGRATION
AGRICULTURE
SOCIETY
POLITICS
LITERATURE
SPORT

CANADIAN PACIFIC

STEAMERS. HOTELS. TRAINS.

Operating over 19,400 miles of railway, the Canadian Pacific has the most complete and far-reaching service, not only in CANADA itself, but also for the UNITED STATES.

Regular services of PASSENGER AND CARGO STEAMERS from Liverpool, London, Glasgow, Southampton, Bristol, Antwerp, Havre, Genoa and Naples to Quebec and Montreal (summer) and St. John, N.B. (winter), connecting with the Canadian Pacific Railway to all parts of Canada and the U.S.A. Fast route to Japan and China from Vancouver. *Empress of Asia* and *Empress of Russia*, largest and fastest steamers on the Pacific. ALL-BRITISH SERVICE from Vancouver by Canadian-Australasian steamers to New Zealand and Australia.

(For complete list of Sailings see page 90.)

HOTELS at the chief tourist and business centres in Canada.

LANDS in Western Canada and British Columbia for sale at moderate prices.

MERCHANDISE forwarded and MONEY ORDERS issued by DOMINION EXPRESS CO. (of CANADA).

Apply—

CANADIAN PACIFIC RAILWAY,

62-65, Charing Cross, S.W.1; 103, Leadenhall St., E.C.3, London

Royal Liver Building, LIVERPOOL; 18, St. Augustine's Parade, BRISTOL; 25, Bothwell Street, GLASGOW; 4, Victoria Square, BIRMINGHAM; 1, Mount Street, MANCHESTER; 41-3, Victoria Street, BELFAST;

OR LOCAL AGENTS EVERYWHERE.

ASK THE CANADIAN PACIFIC ABOUT CANADA.

BUREAU OF INFORMATION: 62-65, Charing Cross, S.W.1, London.

Canadian National Railways
GRAND TRUNK PACIFIC RAILWAY.

Express Freight Service to principal points in Canada and U.S.A.

NEW C.N.R. TERMINALS—HALIFAX, N.S.

Shortest Route Quebec to the West.

FAST TRANSCONTINENTAL SERVICES

from Quebec, Montreal and Halifax, connecting with Atlantic Steamers.

Passengers via Canadian National-Grand Trunk Railways travel by the most expeditious route of the two systems.

Canadian National Railways

For full information apply to:
General Passenger Department: 21, Charing Cross, London, S.W.1.
Freight Department: 42-45, New Broad Street, London, E.C.,
or to
Cunard Building, Liverpool.
125, Hope Street, Glasgow.

Canadian Government Merchant Marine Ltd.

"Canada's Commerce Carriers."

STEAMSHIP SERVICES

from MONTREAL and QUEBEC in Summer; HALIFAX, N.S., and ST. JOHN, N.B., in Winter,
to LONDON, LIVERPOOL, GLASGOW, CARDIFF, SWANSEA and NEWPORT, NEWFOUNDLAND, WEST INDIES, CUBA, BRITISH GUIANA, SOUTH AMERICA, INDIA, EGYPT, STRAITS SETTLEMENTS and JAVA.
Also from VANCOUVER, B.C., to JAPAN, CHINA, JAVA, STRAITS SETTLEMENTS, INDIA, AUSTRALIA and NEW ZEALAND.

LIST OF AGENTS:

UNITED KINGDOM—
The Cunard Steamship Co., Ltd., Liverpool, London, Cardiff, etc.
Anchor Donaldson Line, Glasgow.

THE ORIENT (Joint Service with Messrs. Alfred Holt & Co.)—
Butterfield & Swire, Hong Kong, China & Japan.
Holme, Ringer & Co., Nagasaki.
Wuriu Shokwai, Moji and Shimonoseki.
Smith, Bell & Co., The Philippines.

INDIA, EGYPT, STRAITS SETTLEMENTS and JAVA (Joint service with British India Steam Navigation Co., Ltd.)—
Mackinnon, Mackenzie & Co., Calcutta, Bombay, Colombo, Karachi.
Boustead & Co., Singapore.
Islay, Kerr & Co., Ltd., Penang.
Boustead, Hampshire & Co., Ltd., Port Swettenham.
Maclaine, Watson & Co., Java.
The English Coaling Co., Ltd. Port Said.
Agents of B.I.S.N. Co. at all other ports.

CANADA—
Canadian Government Merchant Marine, Ltd., Montreal, Quebec, Halifax, N.S., St. John, N.B., Vancouver, B.C.

AUSTRALIA and NEW ZEALAND—
Canadian Government Merchant Marine, Ltd., Melbourne and Sydney, Wellington and Auckland, N.Z.

R. B. TEAKLE, Manager.
Canadian Government Merchant Marine, Ltd.,
230, St. James Street, MONTREAL.

Wm. PHILLIPS, European Manager.
Canadian Government Merchant Marine, Ltd.,
Orient House, 42-45, New Broad St., London, E.C.2.

Route your freight to Canada and the American Middle West by this Line. With its St. Lawrence and Great Lakes British Water Connections, it can serve you expeditiously, and at the same time *save you money.*

THE DIRECT SERVICE BETWEEN FRANCE AND CANADA.

FREQUENT SAILINGS ASSURING SPLENDID SERVICE TO SHIPPERS.

For Rates, Routings and Other Information, apply to :—

BRITISH AGENTS

JAPP, HATCH & CO., LTD., 1, St. Mary Axe, London, E.C.3., ENGLAND.

General European Agents :
Compagnie Generale Transatlantique.
Paris, France.

General Canadian Agents :
Canada Steamship Lines, Limited,
Montreal, Que.

Regular Sailings to St. John, N.B., and Halifax, N.S.; also Philadelphia, Baltimore, and New Orleans, U.S.

MANCHESTER LINERS, LTD.

ST. JOHN, N.B., & HALIFAX, N.S. Ss. "MANCHESTER IMPORTER," April 21 (providing sufficient inducement).
BALTIMORE and NORFOLK, Va.—Ss. "MANCHESTER IMPORTER," April 21.
PHILADELPHIA.—Ss. "MANCHESTER IMPORTER," April 21.
QUEBEC and MONTREAL—"MANCHESTER PORT," April 21 ; "MANCHESTER EXCHANGE," May 5.

For further particulars of freights, insurance rates, sailing dates, etc., apply to Owners, 108, Deansgate, Manchester.

CUNARD LINE
TO
CANADA
PASSENGER SERVICES.

Liverpool and Queenstown to Halifax.

Caronia (Passengers only)	...	Sat., April 16
Carmania (Passengers only)	...	Tues., May 3
Cameronia (Passengers only)	...	Wed., May 11

London and Cherbourg to Halifax.

Saxonia (Passengers only)	...	Sat., May 14

For Rates of passage and further particulars apply Cunard Line, Liverpool, 51, Bishopsgate, London, E.C. 2; 29-31, Cockspur Street, London, S.W. 1; 65, Baldwin Street, Bristol; 18a, High Street, Cardiff; 117, New Street, Birmingham; Maritime Chambers, Southampton; 1, Millbay Road, Plymouth; 98, Mosley Street, Manchester; 24, Charles Street, Bradford, or to Local Agents.

WHITE STAR-DOMINION LINE
TO
CANADA.

LIVERPOOL to QUEBEC and MONTREAL.

CANADA	Thurs., April 21
VEDIC	Thurs., April 28
MEGANTIC	Sat., May 7

For Rates of Passage, etc.,

Apply to **WHITE STAR-DOMINION LINE**, No. 1, Cockspur Street, S.W.1, and 38, Leadenhall Street, E.C.3, London; The American Travel and Transport Agency, 9, Rue Scribe, Paris; West India House, Bristol; 30, James Street, Liverpool.

RATES FOR ADVERTISEMENTS IN "CANADA."

Per page, in ordinary position	£20
Prospectuses and Balance Sheets	£25
Per inch, single column (3 columns per page)	15/6
Per inch, broad column (2 columns per page)	23/-

Personal Paragraphs, Weddings, Engagements, etc., minimum 3 lines 7/6, per line thereafter 1/6 (6 words per line).

Rates for Special Position pages and other spaces quoted on application.

Advertising space in "CANADA" is let subject to the proviso that the proprietors may refuse or omit insertions or cancel serial orders at their discretion.

CANADA OVERSEAS TRADING CO., LTD

Importers & Exporters of
PRODUCE & PROVISIONS.

Branches :
PARIS
MALTA
CONSTANTINOPLE
ALEXANDRIA
AUCKLAND
SYDNEY

Agencies for
UNITED KINGDOM and CANADA ACTIVELY and CAREFULLY OPERATED.

Head Office: 23-24, Eldon St., LONDON, E.C.
Canadian Offices: VANCOUVER, B.C., & MONTREAL.

FOR PRIVATE VISITS TO THE
BATTLEFIELDS
AND TO POINTS OF
REAL HISTORIC INTEREST AWAY FROM BEATEN TOURIST ROUTES and for WAR GRAVES PILGRIMAGES
write or call—
BATTLEFIELDS BUREAU LTD.,
16a St. James St. LONDON, S.W.1, or 19 Rue St. Roch, PARIS,
Managing Director, Lt.-Colonel E. P. CAWSTON, B.A., LL.B.
(late Directorate of Graves).
or write to the Management,
CHATEAU DES TROIS TOURS HOTEL
BRIELEN—YPRES
Famous as the
HQ. of the CANADIAN DIVISION in the Second BATTLE OF YPRES.

MANITOBA
CANADA.

THE SURE CROP PROVINCE.

SITUATED midway between the Oceans, Manitoba in many ways is the Keystone Province of the Confederation. Its leading industry is Agriculture; and its loudest call is to men and women who intend to farm. To such Manitoba offers cheap, fertile soil, health giving climate, abundance of sunshine, assurance of generous crops, well organized markets, good schools, a virile type of rural life, and a good opportunity to succeed.

BUT in addition to its Agricultural lands, Manitoba has many remarkable natural resources: Minerals, Fish, Timber, Building Material, Water-powers, Fur-bearing Animals and other Game.

For Free Literature write

DEPARTMENT OF AGRICULTURE & IMMIGRATION.
WINNIPEG, CANADA.

Watch for the Government Mark of
The MAPLE LEAF
On CANADIAN EGG PACKAGES

This Signifies that the Eggs have been Government inspected at point of shipment and verified as to class and grade.

"Extras" & "Firsts"
are the principal grades on the BRITISH MARKET.

ASK FOR CANADIAN EGGS
"Fresh Extras" and "Storage Firsts."

FURNESS LINE.
REGULAR DIRECT SAILINGS BETWEEN

LIVERPOOL { ST. JOHN'S, N.F., AND HALIFAX. / BALTIMORE. / BOSTON. / NEWPORT NEWS AND NORFOLK.
GLASGOW—PHILADELPHIA.

LONDON { HALIFAX / PHILADELPHIA. / NEWPORT NEWS AND NORFOLK.
MANCHESTER—BALTIMORE.

LEITH { PHILADELPHIA. / NEW YORK. / BALTIMORE.
DUNDEE—NEW YORK.
CARDIFF—NEW YORK.
HULL—MONTREAL.

For Rates of Freight and Passage, and further information, apply to FURNESS, WITHY & CO., Ltd.

Royal Liver Building, LIVERPOOL; Billiter Street, LONDON, E.C.; St. Vincent Place, GLASGOW; Zetland Buildings, MIDDLESBROUGH; Atlantic Chambers, LEITH; Cymric Buildings, CARDIFF; Millburn House, NEWCASTLE-ON-TYNE; or NEW YORK, NEWPORT NEWS, BALTIMORE, PHILADELPHIA BOSTON, HALIFAX, ST. JOHN, N.B., SYDNEY, C.B., MONTREAL, ST. JOHN'S, N.F.

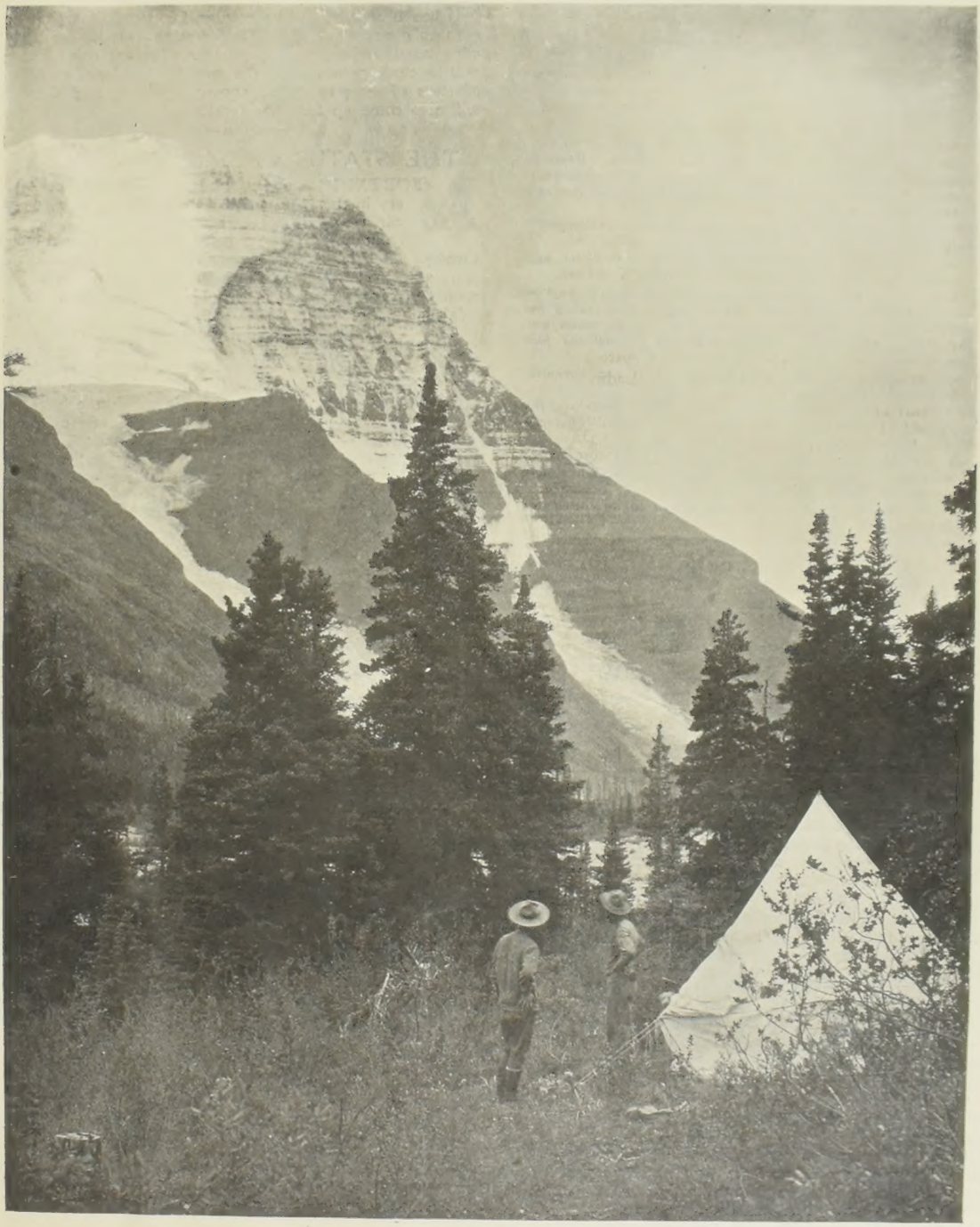
Annual Subscribers to "CANADA" are entitled to full replies by letter to enquiries which they may address to the Editor.

A form for subscriptions to "CANADA" with full particulars of cost will be found on page 85 of this issue.

CANADA

No. 797. SATURDAY, APRIL 16, 1921. Vol. LXII. | 9D. WEEKLY

IN ONE OF CANADA'S NATIONAL PARKS. *(See page 69.)*



MOUNT ROBSON, BRITISH COLUMBIA, FROM BERG LAKE.
Photograph: Grand Trunk Pacific Railway.

CANADA

AN ILLUSTRATED WEEKLY JOURNAL FOR ALL INTERESTED IN THE DOMINION.

"Everything Canada wants or hopes to obtain is to be found within the British Empire."—General Currie.

Price 9d. or 20 Cents. Annual Subscription (see page 85).

OFFICES OF "CANADA":—
110, St. Martin's Lane, W.C.2, LONDON, ENGLAND.
4, Hospital Street, Montreal.

Telephone—London: 3460 Regent.
Telegrams: "Canada Newspaper, London." Cables: "Chincook, London."

Cheques and P.O.O.s to be made payable to the Canada Newspaper Co., Ltd.

NOTICE TO CONTRIBUTORS.

The Editor will consider articles, photographs, and communications of general interest on Canadian subjects. Rejected matter can only be returned if the necessary postage is enclosed, and no responsibility is undertaken for the safe return of such matter.

Letters and articles must be written on one side of the paper only.

The views expressed by contributors writing over their own signature are not necessarily endorsed by the Editor.

The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired the fact should be stated.

Although verse is occasionally published, it is not specially desired, and is not paid for.

In the absence of an expressed agreement to the contrary, the copyright of all articles published in "Canada" belongs to the Canada Newspaper Company, Ltd.

We are always glad to receive the loan of photographs of interesting Canadian subjects for reproduction. The originals will be carefully preserved and duly returned.

Letters may be addressed care of our offices to be called for (not forwarded).

PRINCIPAL CONTENTS.

	PAGE
"The Playground of the World": Canada's National Parks ... 61, 69, 74	75
A Canadian Letter	65
Obituary	66
Correspondence	66
Strikes and Lock-outs in Canada	67
Purely Personal	71
From East to West ... 72,	73
Grand Trunk Arbitration Ended	77
Our Library Table: Sir William Van Horne	79
Finance, Trade and Business ... 81, 82, 83, 84, 87, 88,	89
Canadians in London	90
Steamship Sailings	90

THE DOMINIONS' POLICY.

THE great speech made by Mr. Hughes in the Australian Parliament will be read with very careful attention at Ottawa, as it foreshadows the attitude of that Dominion at the forthcoming Conference in London. In some respects Canada is as much interested as Australia in the Anglo-Japanese Alliance, and there can be little doubt that Canada has the same sound reasons as those advanced by Mr. Hughes for desiring that the treaty must be as acceptable at Washington as at Ottawa. That the treaty will provide for this acceptance is well assured.

On the question of an Empire Navy, Australia speaks with more need and conviction than is felt either by Canada or by South Africa. This is due to the geographical situation of Australia and to its comparative isolation. But at the same time it must be realised at Ottawa that as a result of the world war the centre of sea power has been removed to the Pacific. The Australian Premier, realising that a strong Navy is the foundation of the security of the British Empire, accepts the necessity for his Dominion to participate in its maintenance, more especially as the Mother Country has reacned the point where she is unable any longer to bear so great a share of the cost of providing naval protection for the Empire.

The heavy budgeting necessary at Ottawa to meet the interest on National Debt and railway deficits makes it very difficult for the Government to consider this year any large appropriation for naval expenses. At the same time, the matter of naval defence is of vital importance to Canada, and Canadians are the last to acknowledge that they are less able to pay their proportionate share than Australia. If before the Conference meets in June a definite and drastic reduction has taken place in the naval programmes of the United States and of Japan, it will be a great relief to every self-governing portion of the British Empire.

It has been common knowledge for some time that no matters concerning Imperial federation will be seriously considered in June, so the matter of naval contribution will be the largest among the questions under discussion. Matters of Empire trade, communications, and finance will also come up for consideration.

—* *—

THE STATUS OF THE DOMINIONS.

A FORTNIGHT ago *Canada* reported the derisive cry in the House of Commons, at Ottawa, when Sir George Foster said it was the custom to communicate with the French Government through the British Embassy; "We thought you said we were a nation!" The *Times* a day or two before contained an excerpt from a speech delivered at Sydney, New South Wales, by Sir William Irvine, the Chief Justice of Victoria: "In foreign relations we are one and indivisible; let us clear our minds of all this sentimental humbug voiced in different parts of the Empire about our new status."

It is hardly necessary to recall all that has been said by statesmen at home and in the Dominions in the last two or three years to appreciate the full significance of either the ejaculation or the invitation. Words and catch phrases bandied from lobby to platform, and taken at their face, not their intrinsic, value may easily lead to disaster. "Self-determination," "A country fit for heroes to live in," and others, literally interpreted by the worker, mischief-maker or the "sentimental humbug," account for no small part of the unrest at home and abroad. It is the old story of the latchkey over again. The latchkey is a privilege which does not carry the right to have the front door left unbolted throughout every night. Its abuse invites burglarious attention. The Dominions have won their title to be considered nations; the status has been freely, frankly, and gratefully acknowledged; no one would dream of disputing their right, if they so wished, to make independence effective. But certainly every friend they have would question their sanity should they elect to translate domestic independence in terms of separation. Yet, if words and phrases have any meaning at all, that is precisely what some, who are moved by the letter rather than the spirit, would do.

The conception of a British Commonwealth of Nations is unquestionably the greatest in the whole world's history. Great Britain is at least as proud of being the parent of such a Commonwealth as is any of its constituent members of the position to which it has attained in a generation or two of splendid achievement. If any part of the Empire were attacked to-morrow, and the forces of the whole were not instantly mobilised for its defence, the very men who now shout on the smallest pretext, "We thought you said we were a nation!" would shout even more emphatically, "We thought you said we were an Empire!" As the word "Imperial" has led to not a little misunderstanding, so, if we are not careful, the word "nation" will bring greater embarrassment to the future of the British Commonwealth.

Let us, therefore, not become the mere creatures of a phrase. Like the Mother Country, the Dominions have to face great world problems as well as great domestic problems. Unity in external policy will not be promoted by harping in season and out of season on rights which nobody dreams of calling in question, and by seeking at every opportunity to destroy the few remaining constitutional links which serve to remind the world at large that after

all the British Empire is greater than any of its parts. Sir William Irvine's comment was perhaps a little caustic, but it embodies a wise caution not to make the shouting too insistent. If the caution is kept well in mind, it may prove helpful at the forthcoming Imperial Conference, when not merely rights but responsibilities will be involved.

* *

DISPUTES WITH LABOUR.

ON another page we publish a summary of the report of the Department of Labour at Ottawa in regard to strikes and lock-outs and the result of an enquiry as to a falling-off in production. To the large number of people in the Mother Country and elsewhere who have not yet realised the present importance of manufacturing activity in Canada, this report will come as a surprise. The majority of the strikes reported were in establishments employing less than a hundred hands, and in only 3 per cent. of the strikes were a thousand or more employees involved. Taken as a whole, it is a recognised fact that the relations between capital and labour in Canada are very friendly and sensible, and all large employers give very careful and generous attention to the comfort and well-being of their staffs.

The Department of Labour is able to state that during the past year there was reduced strike activity in Canada, and the Department claims that 42 strikes were determined almost entirely owing to the efforts of conciliation and mediation made by the Department of Labour, which is due largely to the wise provisions of the Lemieux Act. It is satisfactory to find in this report that the "ca' canny" policy is not largely in evidence in the ranks of Canadian labour. The larger majority of the employers who were questioned on the subject reported favourably as to the maintenance of the ordinary rate of production.

When conditions in Canada are thus shown to be quickly returning to normal, the contrast with labour conditions in the Mother Country becomes accentuated. The attitude of the miners in the present dispute is not easily understood in Canada, nor will their methods receive encouragement. The abandonment of pit ponies, the destruction of pumping machinery and the consequent flooding of the mines, are strongly resented by public opinion in the Dominion.

On the question of nationalisation of industry, the general attitude in Canada among wage-earners is different to-day from that in Great Britain. There have been times in Canada when the current of opinion seemed to be in favour of a wide policy of Government ownership, but experience has proved, even to the wage-earners, the fact so long preached by economists, viz., that the best results in industry are obtained by private enterprise. Therefore, while the people in Canada are strongly convinced of the advantages of national conservation and public ownership of natural resources, the development of these resources, it is now recognised, is best left to private enterprise working under lease or licence so as to prevent alienation or monopoly.

In Great Britain organised labour appears to desire that collieries, railways, and other public utilities should be owned and operated by the Government, which really means by the Trade Unions themselves, and this, in face of the uneconomical and unsatisfactory results which have always accrued under State management of such industries. If we were to believe that the determined objective of the great body of coal miners and railway employees in Great Britain was in accord with the statements of their leaders, Canada would have good grounds for very serious apprehension in regard to the industrial and political future of the Mother Country. Fortunately, there is sound, practical common sense among the majority of the wage earners, which majority does not agree with the vapourings and threats of some of their official leaders. But the rank and file are willing to obey any order from their executive rather than incur the odium of being called "scabs" or "blacklegs," and this complacence may lead them into very dangerous paths. It is quite conceivable that some nations or communities might agree, under the force of compulsion, to subsidise one class of workers at the expense of the rest of the community; but this is so totally opposed to the whole political and commercial spirit of the British people that the claim of the miners to receive a greater wage than their labour can honestly earn is rejected as bankrupt selfishness by general public opinion. In the meantime the wheels of industry are clogged, and Bolshevist, German, and Sinn Fein intrigues are feverishly active at this time of national crisis.

* *

NOTES OF THE WEEK.

The Hon. Sydney Fisher. The Hon. Sydney Fisher, whose death is recorded in another column, shared with Mr. Fielding, the late Sir Frederick Borden, and the late Sir Richard Cartwright, the distinction of retaining the same portfolio during the entire Administration of Sir Wilfrid Laurier, from July, 1896, to November, 1911. His selection as Minister of Agriculture was an especially happy one, for he was a man who thoroughly understood the subject, and, as a Minister, did great service to the Dominion in developing practical and scientific methods of State-aided teaching. Under his régime additional experimental farms were established at various points in the Dominion, which have proved of immense value to the agricultural community, particularly to immigrating workers on the land. The extension of associations and schools aiming at improved methods in the dairy, fruit-growing and cattle-raising industries, was also largely due to his efforts. His own property in the Eastern Townships of Quebec, upon which he worked as a labourer after obtaining his university degree, was regarded as the model farm of his native Province.

Probably no member of the Laurier Cabinet had so comfortable and congenial a position, and the only occasion upon which Mr. Fisher's action excited keen party controversy was in 1904, when he was temporarily acting as Minister of Militia in the absence of Sir Frederick Borden, and gave a ruling which resulted in the Earl of Dundonald's resigning his position as official head of the military forces of the Dominion. The experiences of actual warfare have happily proved Canada to possess so much native military talent that there is no possibility of a repetition of such passionate controversy as culminated in the Fisher-Dundonald incident.

* * *

The Telephone and the Empire. The latest triumph of science over distance has just taken place in the United States. Spoken messages have been sent over a distance of more than 5,000 miles, New York telephoning—by means of the deep-sea cable, land wires, and wireless—to Havana and to Catalina, an island in the Pacific, off Los Angeles. It is a feat which opens up wide vistas. Colonel Carty, the American telephone expert, points out that with the existing cable facilities, and given the appliances which are now in use in the United States, London could talk without difficulty to Cape Town or to Calcutta, and even, through Calcutta, to Hongkong or to Peking.

The most epoch-making of these possibilities is suggested by the *Times*, when it remarks that "when the Prime Minister of Great Britain can speak, voice to voice, with the Prime Minister of any Dominion, then will very much of the difficulty of Empire action in concert be exorcised." That consummation may still be a long way off; but we join in the hope that the consideration of the progress and possibilities of wireless communication by the Premiers' Conference in June may result in bringing it within reasonable distance.

* * *

Two Views of Immigration. In the immigration debate in the Dominion House of Commons on one of the closing days of last month, two directly opposing views were expressed. These may be distinguished as the "open door" and the "closed door" policies. The latter was advocated in the resolution which instituted the debate, a Quebec member proposing the suspension of all immigration until Canada and the rest of the world returned to normal conditions. He based his contention on the ground that the unemployment problem was merely in its infancy, and it would be aggravated by

permitting the entry of foreigners " to swell the ranks of the workless."

The advocates of the " open door " took the ground that immigration was one of the chief needs of the Dominion to-day, and that a rapid increase of population was necessary to enable the country to cope with its railway problem. One speaker urged that if the artisan immigrant were discouraged for two or three years, his tendency would be to go somewhere else, and leave Canada alone; while another declared with reference to the $250 regulation that the settler was to be valued not by what he had in his pocket, but by his willingness to work.

* * *

The Middle Course. Even these speakers, whichever side they took, found themselves forced to make qualifications. The " closed door " protagonist, while opposed to immigration as a general policy, would make exceptions in the case of those who would meet the agricultural and domestic service requirements. The supporters of the " open door " policy held that the immigration regulations were not sufficiently comprehensive—for instance, the Government permitted the entry of farm labourers and domestic servants, but could not guarantee that the farm labourer would stay on the farm or the domestic servant in the household.

Those who favoured a middle course seem to have had the best of the debate, and to this extent the policy of careful selection followed by the Government met with support. In their attitude the Government are, of course, guided by the requirements of the moment, and at the present time the existence of unemployment among certain artisan classes, in Canada as in other countries, is the ruling factor. To a large extent, of course, this unemployment is due to the attitude of the workers themselves. As one Member put it: " All that is necessary is willingness on the part of the unemployed to change from their former occupations. If one industry is idle, there is work in the others; if conditions in the city are stagnant, they are active in the country."

* * *

Farmers and Income-Tax. This week we publish a letter from a correspondent on the subject of Canadian farmers' income tax, arising out of the return tabled in the Dominion Parliament, which we quoted last week. Our correspondent does not seem to realise that there may be a distinction between the successful farmer and one who pays a high income tax. Many Canadians are strongly of the opinion that the farmers are escaping their full share of income tax; and this, if we mistake not, was the moral which the extraction of the figures referred to was intended to point. A similar charge is often levelled against the farmers of other countries as well. Besides, it is scarcely possible to make a strict comparison between the different classes in this respect. The farmer or rancher in Canada is entitled to make certain deductions which do not apply in the case of other occupations.

With regard to our correspondent's other query, while the Provinces of the Dominion can impose income tax, in none is the farmer subjected to Provincial income tax. In some Provinces cities have the right to impose income-tax, but in only one or two is the power exercised.

* * *

Canada's Fighting Record. A Major Bryan Cooper, it appears, has been comparing the efforts of Ireland and Australia with Canada's record, to the disadvantage of the Dominion. This statement has roused the righteous indignation of an Irish-Canadian, who served over four years with the Canadian Forces, and who is now resident in County Dublin. Writing to the *Irish Times*, " Canuck " points out that, although Canada's population is eight millions, her British population falls far short of this figure; that, while " they only succeeded in putting four divisions in the field," they left four divisions behind them in the field who will never return; that Canada enrolled half a million men for overseas service, and " an additional 15,000 men for the Air Services " (although we do not know his authority for the last-mentioned figure).

With regard to Ireland's effort, " Canuck " waxes scornful. " Ireland as a nation," he declares, " has no right to claim credit for the splendid work of the Irishmen who did enlist, for the Irish nation spat upon them and is now busily engaged in murdering them. The fact remains that, while Ireland, as a whole threw her weight into the balance against the Allies, Canada threw everything she had into the other side of the balance." It is at least satisfactory to know that Canada has so sturdy a champion in the Emerald Isle, even though he has elected to remain over here.

* * *

Merchant Marine's Profits. Considering the universal slump in overseas freight traffic, which has been developing since the war terminated, the statement regarding the operation of the Canadian Government Merchant Marine, which the Hon. C. C. Ballantyne, Minister of Marine, submitted to Parliament on March 29, seems far more satisfactory than it might have been. It is no small feat to have built 64 steamships costing over $50,000,000, and to show a return of 2.35 per cent. on the investment after paying operating expenses and allowing for depreciation; considering that, with one or two exceptions, the vessels were only ready for sea at the time when submarine activities ceased. Indeed, the debate indicates that both Opposition and Ministerialist M.P.s were at one in endorsing the policy which the Government adopted at a time when peace seemed a long way off and the dearth of British-owned shipping was becoming the most vital flaw in the armour of the Allies.

A specially interesting feature of the Minister's speech was his statement that the average cost of building the vessels has been $191.95 per dead weight ton, compared with the $215 per similar ton officially stated to have been the cost of the vessels built by the United States Shipping Board. It is also significant, in view of the agitation among British ship-workers, that shipbuilding in Canada is becoming more and more a self-contained industry. Not only were the hulls built of Canadian material, but the boilers, engines, pumps, winches, and other accessories were mostly made in Dominion workshops.

* * *

A State-Owned Merchant Fleet. Controversy will, of course, continue as to the wisdom of operating a State-owned merchant fleet, and the effect of its competition with existing private industries will be closely watched. Now, and for some time to come, it is unfortunately extremely improbable that any fair conclusions can be come to upon the matter. In the meantime, the Canadian Government Merchant Marine seems to be managed and operated with a view to establishing freight communication between Canada and ports overseas with which it has as yet had no direct communication, rather than to compete with existing lines. It is an experiment which few privately-operated companies would, or could, undertake; and it may be reasonably contended that the C.G.M.M. is doing a good work in these trying times, which will tend to the permanent and remunerative increase of the transportation facilities of the Mercantile Marine which flies the Red Ensign.

BIRTHS, MARRIAGES, AND DEATHS.

Announcements under this heading are charged for at a minimum of 4s. or $1, for 36 words or under, every additional word one penny, or two cents, which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

MATTHEWS.—On April 6, at Westholme, Vancouver Island, to Mr. and Mrs. Alec Matthews—a son (Dennis).

ROBERTSON.—At Toronto, on April 5, a son to Dr. and Mrs. J. Murray Robertson, 379, Spadina Avenue (*née* Bertha Crighton Benvie).

WEBSTER.—At Regina, on April 4, to Mr. and Mrs. Douglas Webster (*née* Peggie Stuart McKenzie)—a son.

MARRIAGES.

MAGANN—GEORGE.—On March 19, at the residence of the bride's parents, 71, Highlands Avenue, Toronto, by the Rev. Father McMullen, Grace Isobel, second daughter of Mr. and Mrs. William Kerr George, to Major George Loranger Magann, eldest son of the late G. Plunkett Magann and Mrs. Magann.

DEATHS.

MCKINNON.—Suddenly, at Ardrossan, on April 4, Dugald McKinnon, late of Poteath, West Kilbride, and Guelph, Ontario. (Canadian papers, please copy.)

TWINING.—On Saturday, April 9, at her home, Winchester House, Kingston Hill, after a short illness, Ada Twining, daughter of the late Charles H. M. Black, of Halifax, Canada.

WILSON.—On March 16, at Point St. Charles, Montreal, Helen, widow of Robert Wilson, engineer, mother of the late Col. Robert Wilson, Toronto, and daughter of the late Matthew Wilson, Cockpool, Ruthwell, aged 86.

A CANADIAN LETTER: FROM OUR OWN CORRESPONDENT.

The Imperial Conference—Railway Problems—Immigration Activities—The Western Oilfields.

MONTREAL, April 1.

IT is expected that the Prime Minister (Rt. Hon. Arthur Meighen) will be able to attend the Imperial Conference in London in June. It is believed that any proposals for naval plans will be protested against by the Premier as far as Canada is concerned. In regard to a recent statement by Mr. Lloyd George, from which it is to be inferred that naval proposals will come up, and that the Overseas Premiers will be ready to discuss them, it is pointed out here that the understanding was that naval problems were not to be discussed this year. The existing financial obligations of Canada in the matter of war burdens and railway deficits make it impossible for this country to assume further burdens at present, and it

CANADA'S NAVAL UNITS AT ESQUIMALT.
H.M.S. *Aurora*, *Patriot*, and *Patrician*.
Photograph: J. H. A. Chapman, Victoria, B.C.

is understood that this view will be stressed by Mr. Meighen if there should be any proposal in the way of Empire naval construction and responsibilities. At Ottawa it is asserted that there is no fear of American naval expansion.

The Railway Situation.

Railway problems are looming large in Canada, and it is likely that the general investigation into equalisation of Eastern and Western freight rates, which will be begun at Vancouver on April 7 by the Railway Commission, will produce some conflicting and controversial discussions. News from the Maritime Provinces indicate that Nova Scotia and New Brunswick are most apprehensive that those Provinces will suffer in any proposed re-adjustment. Private information which has reached your correspondent shows that the old talk is being revived of getting out of Confederation if any re-adjustment unfavourable to the Maritime Provinces is decided upon. The argument of this group is that the chief inducement held out to that part of Canada at the time of the Confederation proposals was that the Intercolonial Railway was to be built to link up the East with Central and Western Canada. It is frankly claimed that it was a political railway, built not for profit, but as a national bond to strengthen the Dominion as it was formed at that time. But the trade and other ties had all been north and south, running down the Atlantic coast. Now the present position of the Canadian Government Railways raises the question of running the old Intercolonial on both a business basis and in relation to other parts of the system. This view will, however, be stoutly resisted by Nova Scotia, even to the point of dropping out of the Dominion, it is asserted by certain parties down there.

Railways in Parliament.

The statement which was recently made in the House of Commons as to the present railway burden has inspired the Montreal *Star* to publish a special article by Mr. J. L. Payne, formerly Controller of Railway Statistics, in which he freely criticises the old Intercolonial system of bookkeeping, and states that it took the unsound course of charging to capital only the primary cost of construction.

Notwithstanding this attempt to startle the country, the amendment offered by the Leader of the Opposition (Hon. Mackenzie King), calling for minute information on the management of the Canadian Government Railways, was snowed under. The matter was discussed from economic and political viewpoints by many able Parliamentarians in a four hours' debate, and when the vote was taken, it resulted in a decisive victory for Mr. Meighen. This was the second division in the present session, and the Government's majority rose from 25 to 38 votes.

Veterans' Interests.

The Parliamentary Committee on Soldiers' Civil Re-establishment has definitely decided not to re-open the cash bonus system, this being in line with a statement made in my last communication. Another matter which is now engaging the attention of the Committee is the discovery that a number of unfortunate men who were posted as deserters had in reality been killed. This means that an injustice has been done not only to men who honourably perished, but more so to their dependents, who suffered the loss of pensions. According to the Minister of Militia (Hon. Hugh Guthrie) there were 1,500 of these cases.

Immigration Activity.

Notwithstanding an occasional protest from Labour groups directed against immigration, feeling is being manifested in favour of increased activity in this respect. The President of the C.P.R. (Mr. E. W. Beatty) has lately made a public statement in which he urged the importance of a good influx of settlers for Western vacant lands in order to bring into play the railroads and to stimulate industry and agriculture. The Hon. T. A. Crerar, leader of the Farmers' Party, has also taken the same attitude.

The Western Canada Colonisation Association is also preparing to take an active part in contributing to land settlement schemes. Those behind this organisation, which will have its headquarters at Winnipeg, claim that by peopling the Western territories there will result a great increase in production, and that the deficit in the National Railways will be greatly lessened *per capita* and tend to place the prosperity of the Dominion as a whole on a sounder basis.

Western Oilfields.

A great impetus to immigration, and also to migration within Canada, is likely to be given by the activity in the oilfields of the Far North-West. It is reported that over 1,200 enquiries were received recently at official sources in Edmonton alone within one week. At Fort McMurray there is a great transportation movement, and the Dunvegan Railway is also said to be taxed to its utmost. There is said to be great competition between the alternative routes—the eastern by Fort McMurray and the western viâ the Peace River Crossing. The Hudson's Bay Company is advertising a boat to leave Fort McMurray for the oilfields in mid-June, while a boat for Fort Smith is also advertised for May 10.

The Grain Commission.

No appointments have yet been made to the Grain Commission, but three names have been circulated from Ottawa as having been virtually decided upon. One of the judges of the Alberta Supreme Court is understood to have accepted the chairmanship; Mr. W. D. Staples, of Winnipeg, is mentioned as a representative of the grain trade; and Mr. H. W. Wood, president of the United Farmers of Alberta, is regarded as the likely third member, though some doubt exists as to whether he will accept. Failing his acceptance, the name of Mr. James Stewart, of Winnipeg, chairman of the present Canadian Wheat Board, is mentioned.

—* *—

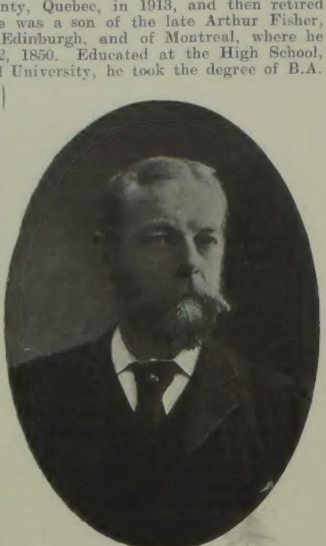
Mr. Alexandre Macheras, Director of Technical Education for the Province of Quebec, has been appointed Inspector of Technical Services to the Ministry of Pensions, Paris.

The annual service in connection with the Order of St. Michael and St. George will be held at St. Paul's Cathedral on April 22 at noon. The Prelate will celebrate the Holy Communion in the Chapel of the Order at 8 a.m.

OBITUARY.

Death of the Hon. Sydney Fisher.

A cable from Ottawa announces the death, last Saturday, of the Hon. Sydney Arthur Fisher (71), who held the portfolio of Minister of Agriculture during the entire period of the Premiership of the late Sir Wilfrid Laurier, 1896-1911. He was M.P. for Brome County, Quebec, 1882-1908, but was defeated at the general election in 1911 and at a bye-election in Chateauguay County, Quebec, in 1913, and then retired from public life. He was a son of the late Arthur Fisher, M.D., L.R.C.S., of Edinburgh, and of Montreal, where he was born on June 12, 1850. Educated at the High School, Montreal, and McGill University, he took the degree of B.A. at Trinity College, Cambridge, in 1871. Mr. Fisher then devoted himself to the study of agricultural science, and at the same time took part in temperance work. His property, Alva Farm, Knowlton, in the Eastern Townships of Quebec, became known as a famous agricultural centre, where he conducted many successful experiments in intensive farming. Mr. Fisher was one of the founders of the Provincial Fruit Growers' Association of Quebec, and was closely identified with the Canadian National Livestock Association, Provincial Dairy Association, and other organisations for the development of agriculture in all its branches. He first entered Parliament in 1882, and his appointment as Minister of Agriculture, by Sir Wilfrid Laurier, was received with general approval. In 1903 Mr. Fisher went to Japan as Canadian Commissioner to the International Exhibition held at Osaka; he was a vice-president of the General Assembly of the International Institution of Agriculture at Rome in 1908, and Canadian Commissioner at the Natural Resources Convention held in Washington in 1909; and he officially represented the Dominion at the funeral of King Edward VII. in 1910. He was a founder of the National Art Gallery of Canada and of the Archives Bureau at Ottawa. Mr. Fisher's work was generally approved, and a leading journal spoke of him as "one of the best agriculturists and Ministers that Canada or any other country ever had." He was unmarried, and an active member of the Anglican Church. He had been seriously ill for some time, and the announcement of his death came as no surprise to his many friends residing in the United Kingdom.



THE LATE HON. SYDNEY FISHER.

Other Deaths.

At Westmount, P.Q.—Mr. Edward William Waud (57), a native of Yorkshire, who went to Canada in 1872, joined the Molsons Bank, and became Superintendent of Branches; his son, Capt. E. Waud, 13th Bn., was killed in action.

At Hamilton, Ont.—Mr. Alexander Hamilton (76), grandson of the pioneer after whom the city was named; he presented Gore Park to the city. At London.—Mr. Philip Cook (89), who established the J. P. Cook Shoe Co. in 1864.

At Winnipeg.—Mr. George Bayne (71), Chief Inspector and Surveyor of the Land Department of the Hudson's Bay Co.; Mr. George F. Stephens, president of the Stephens Paint and Glass Co.

At Vancouver.—Mr. John McNiven, a Scotsman resident there for 35 years.

At St. John's, N.F.—Mr. John W. Withers (78), King's Printer.

The death took place on Saturday last, at her residence, Winchester House, Kingston Hill, Surrey, after a short illness, of Mrs. Ada Twining, daughter of Mr. Charles H. Black, of Halifax, N.S., and widow of Mr. H. St. George Twining, Halifax, N.S. Her daughter, Violet Gertrude Twining, is the widow of the fifth Marquis of Donegall, whom she married in 1902, their only child, now 17, being the present Marquis of Donegall.

—* *—

Mr. Herbert Tate, from Trinity College, Dublin, has been appointed Assistant Professor of Mathematics at McGill University, Montreal.

CORRESPONDENCE.

The views expressed by Correspondents are not necessarily endorsed by the Editor.

EMPIRE DAY.

To the Editor of *Canada*.

SIR,—The Council of the Royal Colonial Institute having decided, on the request of the Earl of Meath, and with the approval of his Committee, to take over, during the course of the present year, the Empire Movement, so long associated with his name, a dinner will be held by the Institute on Empire Day (May 24) at the Hotel Cecil, London, to celebrate the occasion and signalise this new departure. The Earl of Meath will be the guest of the Council, and it is hoped that some members of the Royal Family will honour the Council by their presence.

I may add that I heartily endorse the letter recently communicated to the Press by the Earl of Meath, in which he appeals to all who fought in and survived the Great War to see that due respect is paid on that day to the heroes who fell, by flying the Union Jack from all municipal, ecclesiastical and other public and private buildings, and arranging for popular demonstrations and religious observances on Empire Day.

The Royal Colonial Institute, with its membership of over 15,000 at home and overseas, will, to the best of its powers, carry on the work so ably and disinterestedly initiated and developed by the Earl of Meath for the remembrance and celebration of Empire Day, which is entirely in accordance with the aims and objects of the Institute as expressed in its motto of "United Empire."—I am, yours faithfully,

GODFREY LAGDEN,
Chairman of the Council.

Royal Colonial Institute,
Northumberland Avenue, London, W.C.2.

—* *—

CANADIAN FARMERS' INCOME TAX.

To the Editor of *Canada*.

SIR,—In your last week's issue you publish Government returns presented to the Dominion House of Commons at Ottawa showing the proportions of income tax paid by farmers in Canada to the Dominion Treasury, as compared with the rest of the population. Working out your figures as given according to each Province, they are as follows:—

Saskatchewan	farmers	pay	...	23	per cent. of total income tax.
Alberta	,,	,,	.....	17	,, ,,
Manitoba	,,	,,	.....	3	,, ,,
Brit. Columbia	,,	,,	.....	0.83	,, ,,
N. Brunswick	,,	,,	.....	0.24	,, ,,
Ontario	,,	,,	.....	0.24	,, ,,
N.S. & P.E.I.	,,	,,	.....	0.14	,, ,,
Yukon	,,	,,	.....	0.09	,, ,,
Quebec	,,	,,	.....	0.04	,, ,,

The total income tax paid by all the farmers in Canada is apparently 1½ per cent., as against the rest of the population, 98½ per cent.

Through Government pamphlets and publicity of all kinds, we in Great Britain have been led to believe that farming was the great wealth-producing industry of Canada, and alluring pictures of a profitable and comfortable life have been painted for the intending settler; but in this regard the above figures are an astounding revelation, and the huge disparity of the percentage of income tax collected by the Dominion Government from the farmers in each Province in regard to the total income tax from each Province is an eye-opener.

Possibly there is some lucid explanation of this. If so, I have been so far unable to get a satisfactory one, and I would be glad of your help in this important matter to those who propose to settle in Canada.

Could you tell me clearly if the Provinces also collect an additional income tax from farmers and settlers, and, if so, what is the rate of each Province and the method of making up returns and collecting from farmers?

You will notice from the above figures that it is apparently unwise for farmers who propose to succeed and prosper to select some Provinces in Canada for their future home.—Yours truly,

PROPOSED OVERSEAS SETTLER.

[This letter is dealt with in "Notes of the Week."—Ed.]

A letter containing "A Suggestion for Settlement in Ireland" is held over till next week.

—* *—

C.P.R. SETTLERS.

The second conducted party of prospective land settlers in Canada, arranged by Major A. E. Moore, manager, Department of Colonisation and Development, Canadian Pacific Railway, London, left Liverpool on Tuesday by the Canadian Pacific liner *Melita*. The farmers, with their wives and children, comprised over 100 passengers, the majority of whom were bound for Western Canada, and were under the charge of Mr. A. T. King. The third conducted party will sail from Liverpool on 22nd inst. by the *Metagama*.

STRIKES AND LOCK-OUTS IN CANADA.

An Enquiry Into Falling-off in Production and Its Cause

IN view of the industrial crisis in the Mother Country, the record of Canada in 1920 in regard to strikes and lock-outs is particularly interesting. During the year, it is stated by the Department of Labour, Ottawa, there was reduced strike activity in Canada and a consequent reduction in time loss. In fact, the time loss due to strikes was practically back to the average of the past twenty years.

A strike or lock-out, counted as such by the Department of Labour, is a cessation of work involving six or more employees and of not less than forty-eight hours' duration. Unless a dispute corresponds to this definition it is not classified as a strike or lock-out, and is not included in the officially published statistics, although, for Departmental purposes, it is recorded. There were 47 of the disputes, involving 4,759 employees and a time loss of 4,507 working days during 1920.

There were 285 strikes and lock-outs in Canada during the calendar year. Of this number, 14 were carried over from 1919, making a net total of 271 strikes commencing in 1920. The [illegible] Classified by Province: O[illegible] per Provin[illegible] and with 18·6 per cent. and British C[illegible] 18·2 per cent. Ontario [illegible] working days in nearly 20 [illegible] out through strikes in that Province. Quebec had largest number in this res[illegible] working days, or 25 per cent.

The class of industry most affected du[illegible] machinery and conveyances, in which there were [illegible] involving 13,250 employees, and a time loss of 3[illegible] days. Forty-five strikes, involving 11,730 empl[illegible] time loss of 165,509 working days, occurred [illegible] smelters, quarries and clay pro[illegible] strikes, involving 4,840 employees and a time loss of 7[illegible] working days, occurred in the building and con[illegible] group. Thirty-three strikes, involving 3,852 employees and time loss of 79,951 working days, occ[illegible]

A GROUP OF WINNIPEG IRON-WORKERS.

number of employees involved in the 285 disputes was 52,150, and the number of employers was 1,272. The total time loss was estimated at 886,754 working days. This is ascertained by multiplying the number of men directly affected through a strike or lock-out by the number of working days they are so affected during the time the firm or establishment is involved.

There were several prominent strikes which contributed largely to the total time loss. Among these were: A strike of shipyard employees at Halifax from June 1 to August 11, involving 2,000 employees and a time loss of 104,000 working days; a strike of power development employees, engaged on the Chippawa Canal project, from June 19 to July 12, involving 2,000 employees and a time loss of 36,000 working days; a strike and lock-out of steam-fitters, metal workers and machinists, at Montreal, from August 13 to August 31, involving 3,000 employees and a time loss of 48,000 working days; and a strike of miners in the Alberta coal fields from October 5 to October 19, involving 3,402 employees and a time loss of 38,075 working days.

In about 3 per cent. of the strikes 1,000 or more employees were involved, and in about 60 per cent. of the strikes less than 100 employees were involved. As to duration, 46 per cent. of the strikes were in existence for 10 days and under; about 57 per cent. were under 15 days' duration, and about 22 per cent. were over 30 days' duration. Four were unterminated at the end of the year.

industry. The above four industrial groups sustained the greatest time loss through strikes.

Classified by causes, 205 of the 285 strikes recorded involved wages. Of this number, 134 were solely for increased wages, 40 for increased wages and shorter hours, 24 for increased wages and other changes, and 7 were because of a reduction in wages. Twenty-one strikes involved Union recognition, 8 were in protest against non-Union labour, and 22 strikes were in protest against discharge of employees.

The record shows that 125 of the strikes terminated in favour of employers and 66 in favour of the employees; 69 were compromise settlements; while 25 were indefinite or unterminated.

As regards methods of settlement, 116 strikes terminated as a result of direct negotiations between the parties in dispute; 42 terminated through the efforts of conciliation or mediation (almost entirely of the Department of Labour); 4 by arbitration, and 7 by the operation of the Industrial Disputes Investigation Act. In 57 strikes, the employees resumed work on their employers' terms, and in 36 strikes the strikers were replaced.

There were several disputes—notably those of moulders at Hamilton, Preston and Collingwood, painters at Windsor, machinists at St. John, engineers at Hamilton, and plumbers and steam-fitters at Vancouver—which the Unions concerned still regarded as unterminated at the end of the year, but in

which conditions were no longer affected or which ceased to come under the Department's definition of a strike.

Decrease in Production.

Certain representations having been made to the Department of Labour to the effect that employers had to contend with a decrease in production, due, apparently, to slackened effort on the part of their employees, an enquiry was made by the Department last August for the purpose of obtaining authentic information on this subject.

Questionnaires were sent to about 6,200 employers, and replies giving the information desired were received from 4,106 firms employing about 455,400 workers. Of this number, 1,304 employers (about 33 per cent. of those answering), having 172,100 workers (about 38 per cent. of the workers covered in the answers), stated that there had been a falling-off in production on the part of their labour force. On the other hand, 2,802 employers who had on their pay-roll about 283,300 workers, reported that their employees had not shown any decline in production. Supplementary information received showed that conditions were improving in this respect, and that the workers were getting back to their former normal output.

Among the causes most frequently given for decreased production were the following:—So many men had been engaged at other than their regular jobs during the war, and on resuming their occupations had taken some time to get back to their normal capacity; many skilled workers had been killed in the war, and their substitutes had not had time to become as efficient; many skilled workers had had their capacity reduced by wounds, disease, etc. Other causes of reduced production were stated to be shortage of labour and high wages in general; market conditions, including increased costs, shortage of materials, luxury tax, etc.; reduction of hours of labour; and general unrest.

Taken by Provinces and industries, the result of the questionnaire shows little variation from the general result stated above, except that in Alberta the employees of firms reporting "Yes" to the question whether there was any falling-off in production numbered more than those of firms reporting "No." This was attributed to the high percentage of firms reporting "Yes" in the mining industry, which was the only industrial group in which the firms reporting "Yes" exceeded those reporting "No." In two groups of industries, lumbering and mining, the number of employees in the "Yes" column exceeded those in the "No" column. In the manufacturing group, less than 33 per cent. of the firms reported "Yes."

—* *—

ROYAL CANADIAN NAVY.

The Admiralty announce that eight midshipmen of the Royal Canadian Navy at present serving with the Royal Navy are to be examined in seamanship in June next, and if they pass are to be rated as acting sub-lieutenants from June 24. They are to be examined in preliminary navigation, gunnery, and torpedo with those R.N. midshipmen who are due for examination in seamanship in September next. The officers are Midshipmen G. R. Miles, A. C. Lee, W. R. Richardson, and W. B. L. Holms, serving in the battleship *Malaya;* and H. M. S. Pentolow, F. N. Hilliard, H. Kingsley, and J. W. R. Roy, serving in the battleship *Royal Sovereign.*

The following appointments are announced:—Lieuts. D. St. G. Lindsay, to the *Pomone,* additional, for Dartmouth College; R. F. Lawson, to the *Ganges,* additional, for Shotley Barracks (May 5). Actg.-Lieut. G. B. F. Barnes, to the *Victory,* additional, for R.N. Barracks, temp. (April 6), and to the *Excellent,* additional, for gunnery course (April 17). Sub-Lieuts. E. A. Thompson, to *Excellent,* additional, for torpedo course in *Vernon,* and F. R. W. R. Gow, to *Excellent,* for course (April 17).

—* *—

A severe earthquake shock was recorded at the Dominion Observatory at Ottawa on Sunday. It is estimated that the actual seat of the disturbance was probably some 2,300 miles from Ottawa.

The Canadian Pacific liner *Empress of France,* which left Liverpool last week, took to Canada over 300 skilled workers of various trades, and 700 farmers, who are all going to assured employment. Amongst the farmers are many ex-Service men who hope to find better possibilities overseas.

To draw attention to his "drink more milk" campaign, the Hon. Manning W. Doherty, Minister for Agriculture in the Ontario Cabinet, treated Toronto to a novel entertainment. A cow was brought to the front of the Parliament Buildings, and to the delight of a large crowd the Minister milked it with the skill of an expert.

A farmer who arrived at Liverpool from Canada by the Canadian Pacific liner *Minnedosa* states that between 4,000 and 5,000 farm labourers will be required on Saskatchewan farms this spring. Already 1,500 applications for farm help have been forwarded to the Saskatchewan Government Employment Service asking for immediate assistance.

CANADIAN PRESS VIEWS.

Ireland.

"Either sufficient soldiers should be sent to Ireland to restore law and order or the troops now there should be withdrawn. It is for these soldiers and these policemen, exposed to assassination every hour of the day, and denounced when they strike back that general sympathy should flow. Do thousands of people kneel and pray for the souls of Black and Tans shot from behind a hedge? Who regards them as martyrs? Who is promoting a fund in order that their widows and children shall not suffer want? The sympathy appears to be reserved for their murderers when they are caught, and for those who either through fear or approval connive at the murders."—*Toronto Mail and Empire.*

In Favour of the Embargo.

"The interests of Canada do not require that the British embargo be removed. Economically, the embargo is to the advantage of Canadian industry. It is a part of Canadian economic, industrial, and commercial policy, that as far as possible our exports should be finished products rather than raw products. We want to develop in Canada the industry and employment involved in converting the raw products to finished products. There is no reason for an exception in the case of meat. It is more profitable to Canada to ship dressed chilled meat to Great Britain than live cattle to be slaughtered there. We retain in this country an important packing industry and other industries for the preparation of by-products from the packing industry."—*Ottawa Journal.*

The National Railways.

"To talk of handing back these publicly-acquired lines to private enterprise at this time is outrageous. The Government assumed responsibility at a time of grave economic crisis; now that the crisis is passing naturally private capital again is becoming interested in a promising proposition. Canada is a mere infant in the matter of industrial development. Every year that passes will see an increasing demand on the transportation services of the country. Before long these lines, even those which are regarded at present as being superfluous, will be inadequate to meet the needs. There is the brightest future for our national railway systems."—*Hamilton Herald.*

The Grand Trunk.

"The Grand Trunk Railway's default on certain inconsiderable interest payments due in London should bring plainly before the shareholders of the company the alternatives with which they are confronted. They must either turn over the railway at once to the Government of Canada for operation under the agreement entered into last year, or permit the property to pass into the hands of a receiver with the probable result of a re-organisation which will inevitably lead to the common stockholders being squeezed out entirely."—*Toronto Globe.*

The Coal Crisis in Great Britain.

"Seemingly the evils which have followed from State control of coal in England are incalculable, and should have surely convinced the country of the folly of any system of nationalisation. The President of the British Board of Trade recently called attention to the truth of this fact when he said that 'it is quite impossible for any State Department to conduct an industry with the same efficiency, skill, and success as it can be conducted by the people directly interested.' The demands of war called for the control of coal in England, but de-control is a matter for close co-operation and negotiation between all the parties concerned. One thing is quite certain, and that is, that Great Britain should be done with uneconomic policies into which she has been driven by the demands of war."—*Montreal Gazette.*

Short and Sweet.

"Some people make such a fuss about their Federal taxes that one might imagine they were paying for the whole war."—*Ottawa Journal.*

"There are more people living in the country than in the cities of Canada. But the city people make the most noise."—*Manitoba Free Press.*

"So far no one in Canada has suggested that the United States is building that big navy for the purpose of scaring the pulpwood out of us."—*Manitoba Free Press.*

"It is now possible to ship a parcel of Canadian goods by rail and sea on Canadian-built and operated cars and vessels completely around the world."—*London Free Press.*

"The man who thinks that Canada is not good enough for him is not good enough for Canada. It is time he tried to live for Canada; better men have died for her."—*Labour Leader.*

"The Canadian curlers came home 'without the bacon,' that is to say, the cup, but they worthily represented Canada, and they bring home happy memories of a genuine Scottish welcome and hospitality."—*Halifax Chronicle.*

"THE PLAYGROUND OF THE WORLD."

The National Parks of Canada Mountains, Lakes, Glaciers, Forests, Flowers and Animals

A CELEBRATED English Alpinist asserted some years ago that Canada's mountain areas were destined to become "the playground of the world." "In no other mountain regions of the globe," he said, "do peak and cliff, snowfield and glacier, Alpland and forest, cataract and stream, form such a perfect combination." The national parks of the Dominion, which are under the supervision of the Department of the Interior of the Government, contain the most attractive portions of the mountains. The features of these parks may be summarised as follow

ROCKY MOUNTAINS PARK (2,751 square miles).—In Alberta [illegible] the east slope of the Rockies. It is an ideal mountain playground, containing the two famous resorts, Banff and Lake Louise, with much of the finest scenery of the east slope of the Central Rockies. It is a massive formation of stratified sedimentary rock, with the upper slopes bare, worn and castellated, or glacier-crowned, lower slopes covered with luxuriant forests, and flower carpeted Alplands. It contains glacier-fed lakes of exquisite colouring, and there are within its bounds wild deer, goat, sheep, elk, etc. In the way of recreations it provides Alpine climbing, walking tours, riding, boating, swimming, golf, tennis and motoring; and in winter, ski-ing, tobogganning, ski-joring, snow-shoeing, skating, etc.

YOHO PARK (476 square miles).—In British Columbia, on the west slope of the Rockies, is full of rugged scenery. It embraces the narrow transverse valley of the Kicking Horse, and contains many precipitous peaks, a large number with permanent ice-caps or glaciers, and the wonderful Yoho Valley, with falls over 1,200 feet in height, and four great snowfields at its head. Among its other features are a natural bridge, Emerald Lake, and Lakes O'Hara and McArthur.

GLACIER PARK (468 square miles).—In British Columbia, on the summit of the Selkirks. It presents the more massive formation of the older range. Its peaks are worn down almost to the timber line and crowned with innumerable glaciers; and it contains luxuriant forests and Alpine flower gardens. It is one of the best centres for Alpine climbers and students of glacier formations. Its leading features are the Illecillewaet and Asulkan Valleys and glaciers, the Nakimu caves, Marion Lake, and Rogers and Baloo Passes.

REVELSTOKE PARK (95 square miles).—In British Columbia. It gives a 14-mile motor drive up Mount Revelstoke, affording wonderful panoramic views of the Columbia and Illecillewaet Valleys, the Clach-na-Coodin icefield, and Lake Eva and Millan. It is a winter sports resort and a game preserve.

KOOTENAY PARK (587 square miles). In British Columbia [illegible] railway park extension. [illegible] Vermilion-Sinclair section of the Banff [illegible] and passing through wonderful [illegible] alpine scenery. It contains [illegible] and has as special features the Brisco Range, Ice [illegible] Sinclair Canyon and Radium Hot Springs. [illegible] bear, deer, caribou [illegible]

JASPER PARK (4,400 square miles).—In Northern Alberta. An immense mountain wilderness, partly unexplored, rich in historic associations. It contains [illegible] glaciers, snowfields, canyons, and innumerable lakes of wonderful colouring. Among them are the Athabaska Valley, Maligne Lake, Gorge and Canyon, Mount Edith Cavell, Miette Hot Springs, and Mount Robson, the highest known peak in Canada (13,068 feet). It is the largest big game sanctuary in the world

WATERTON LAKES (423 square miles).—In Southern Alberta, overlooking the United States' Glacier Park, contains moun-

LAKE AGNES, ONE OF THE "LAKES IN THE CLOUDS," ABOVE LAKE LOUISE.

tains noted for beauty of colouring, and lovely [illegible] waterfalls, and snow-peaks. It is a favourite camping [illegible] excellent trout fishing.

ST. LAWRENCE ISLANDS (140 acres).—In Ontario [illegible] of thirteen islands, and one mainland reservation [illegible] Thousand Islands of the St. Lawrence River, equipped for the use of summer campers and visitors. An additional island, recently added, is Broder Park (4 acres).

The animal parks and reserves administered by the [illegible] ment of the Interior are: Buffalo Park (159 square [illegible] near Wainwright, Alberta, a fenced enclosure contain[illegible] 5,000 buffalo and some cattalo, moose, elk, deer [illegible] Island (16 square miles), near Lamont, Alberta [illegible] about 200 buffalo, and also moose, elk, and deer [illegible] most Antelope Reserve (9 square miles), in So[illegible] a fenced reserve with about 100 antelope

On account of their historic or other associat[illegible] ing small parks are also looked after by the Government: Fort Howe (19 acres), in New Brunswick, the site of the landing of the United Empire Loyalists [illegible] Nova Scotia, which not only played an [illegible] in the early history of Canada, but was [illegible] the first vessel was constructed and the [illegible] in North America; Port Pelly Park R[illegible] one of the early ports of the Hudson's Bay C[illegible] seat of the Government of the North-We[illegible]

first headquarters of the Royal North-West Mounted Police; and Point Pelee, in Ontario, on Lake Erie, the most southerly point in Canada, and the northern limit of many migratory birds, with unique fauna and flora, much of its vegetation being semi-tropical.

The season of 1919-20, with which the recently issued report of the Department of the Interior deals, saw an immense revival of tourist travel to the national parks. In fact, for part of the season the volume of traffic was almost greater than could be accommodated. Banff, Lake Louise, Emerald Lake, Glacier, and Jasper were crowded to capacity during July and August, and visitors who had not made reservations in advance found it difficult to secure accommodation. The most marked feature was the increased length of time spent by visitors in the parks. Formerly the majority stayed over for a few days only at each point. Now large numbers spend their entire holidays in the parks, remaining weeks at a time and often the whole season. While this necessarily lowers the number of registrations by decreasing the available accommodation, it indicates that the parks are becoming national playgrounds in the true sense of the word.

The continued increase in wild life in practically all of the parks is most gratifying, and affords the best evidence of the value of sanctuary protection. Reports from the various

A BUFFALO BULL IN THE C.P.R. PARK AT BANFF.
Photograph : Hamish Bell, late 20th (Vancouver) Bn.

superintendents show that in the three parks on the Eastern slope of the Rockies both big game and game birds are coming back in large numbers. The superintendent of Jasper Park reports that the bighorn, which a few years ago in that park had been reduced to very small numbers, now total 5,000. In the Southesk hunting country contiguous to Jasper Park there were reported to be 2,000 bighorn, evidently an overflow from Jasper Park. Similar reports of better hunting come from practically all districts outside park boundaries, indicating that the protection afforded by the parks is not only increasing the wild life within their boundaries, but is resulting, as predicted, in a natural overflow of game, which is restocking the hunting areas.

A notable addition to the wild life of Jasper and Rocky Mountain Parks was the introduction of a herd of 300 elk, secured from the Yellowstone National Park in Montana. These animals were brought in during the winter, and, in spite of very severe weather in transit, suffered only small loss, and are reported to be in excellent condition. The buffalo herds in Elk Island and Buffalo Parks continue to thrive, and now number almost 5,000.

At Point Pelee the results of protection are already apparent. The superintendent reports a noticeable increase of bird life during migration, especially of duck and geese. A gratifying feature is the number of quail now to be found in the park. The increase in muskrats is also very satisfactory. During the winter of 1919-20 it was estimated that there were 2,000 dwellings, with an average of six inhabitants each, or a total of 12,000 muskrats in the park.

In connection with the protection of migratory birds the report mentions the discovery of a colony of from 50 to 100 trumpeter swans in Western Canada. Up to the time of the discovery of this flock only a few isolated specimens of this species were believed to exist on the continent. A special warden has been placed in charge of the colony, and it is hoped that under protection this valuable species may be perpetuated.

Other photographs (from the "Canadian Illustrated Monthly,") appear on our centre double-page.

HUDSON'S BAY STORES COMMISSIONER.

Mr. H. E. Burbidge's Successful Work.

Mr. Herbert E. Burbidge, Stores Commissioner for the Hudson's Bay Company, is (as already announced in *Canada*) to retire from that position at the end of April, after more than ten years' service.

While giving up active control of the Hudson's Bay Stores in Canada, with the intention of taking a long holiday, he will still be associated with the company in an advisory capacity. He will take up residence at his country home near Victoria, and will supervise the opening in August of the palatial Hudson's Bay Store at the capital, now nearing completion.

With the retirement of Mr. Burbidge, the Stores Commissioner's office, which has been located at Vancouver for the past few years, is to be removed to Winnipeg, the headquarters of the company in Canada. Half-a-dozen members of the staff will therefore remove shortly from Vancouver to the prairie capital.

The Company's Stores.

Before going to Canada in 1910 Mr. Burbidge was connected with Harrods, Ltd., of London, of which his father, the late Sir Richard Burbidge, Bt., was managing director for a quarter of a century, and over which his brother, Sir Woodman Burbidge, Bt., C.B.E., now presides. Very early in his business career Mr. Herbert Burbidge's resourcefulness and organising ability were recognised, and when the Hudson's Bay Company decided about eleven years ago to separate their departments of fur, land and stores in Canada, the directors in London acquired the expert services of Mr. Burbidge to re-organise the company's chain of stores, which were then fifteen in number, stretching from Fort William to Victoria. Many of these were trading posts which had developed into small general stores; and the new Stores Commissioner quickly grasped the opportunity to transform these small enterprises into a chain of modern, progressive, departmental stores.

In addition to the modernising of some of the existing posts, a complete new store was built at Calgary, which was far in advance of anything up to that time seen in the departmental field in Canada, and which has been a successful and profitable venture since the day it was opened and has already outgrown its present dimensions. It was the intention to do the same thing in Edmonton and Vancouver. In both cities large additions have been erected and connected up with the old store. In Vancouver it was intended to pull down the old store, when the addition was finished, and build on the Granville Street frontage as well, but the war came before the Seymour Street addition was finished, and the further building programme had to be postponed. The store just approaching completion at Victoria will be of the same high standard as the Calgary and Vancouver buildings, with every modern convenience placed at the disposal of the shopper.

Profit-Sharing by Employees.

A firm believer in profit-sharing by employees holding executive or buying positions, Mr. Burbidge had not been in Canada many months before this scheme, extended also to give clerks an interest in their sales, was inaugurated throughout the company's service with most satisfactory results to the employees in general, and to managers and buyers in particular, many of whom doubled their salaries during the first year.

Mr. Burbidge has been singularly successful in building up the stores business of the Hudson's Bay Company. The volume of business done has multiplied several times from the figure at the time he assumed the management. Those ten and a half years have also been important ones in the development of the company's business in a general way. Apart from giving the public the very best shopping facilities, purchasing arrangements had to be improved and modernised, with the result that buying agencies were established in Montreal, New York, London and Paris, as well as at Shanghai, Kobé, and Yokohama in the Far East.

—* *—

C.N.R. ADMINISTRATION.

The Government has put forward a motion in the House of Commons (says the Ottawa correspondent of the *Times*) for the appointment of a Parliamentary Committee to investigate possible methods of keeping the House informed of the business transactions of the management of the National Railways. This action is the Government's answer to the growing demand in the House for more information as to the administration of the railways by the board of directors.

* *

Speaking in Montreal, Sir Frederick Williams-Taylor described Quebec as "the home of the most peaceful, contented, and productive population in the Dominion."

The members of the Imperial Wireless Commission are now engaged in investigating the latest developments of wireless telegraphy. They will report this summer, but no decision with regard to Empire wireless will be taken until after the Imperial Conference to be held in London in June.

PURELY PERSONAL

All communications for this page must be duly authenticated, and should reach us on Tuesday morning before the date of publication

The Earl and Countess of Minto arrived last week at Minto House, Hawick, on their return from Canada, and were given a very warm welcome. Their car, preceded by pipers, was drawn to the house by estate workers, and, in honour of Lady Minto, children sang "The Maple Leaf." Lord Minto, in reply, expressed his appreciation of their wonderful reception. The Countess of Minto also returned thanks for the hearty welcome.

* *

Following a criticism of his dual position as Member of Parliament and Grand Trunk Railway Arbitrator, Sir Thomas White has resigned his seat in the Dominion House of Commons.

* *

Sir George Perley was present at the Easter Banquet at the Mansion House on April 7, and proposed the health of the Lord Mayor and the Lady Mayoress.

* *

Sir Donald Macmaster, M.P. for Chertsey, is recuperating his strength at Monte Carlo. Lady Macmaster sent a communication to a Conservative gathering at Chertsey, stating that Sir Donald seemed to be improving every day, but would not be able to attend to political duties until he is much stronger.

* *

Col Sir Edward Worthington, who accompanied the Duke of Connaught on his recent tour to India, has returned with Lady Worthington from the South of France, and will shortly move to 57, Duke Street, Grosvenor Square, London, W

* *

The King has granted to Col. Bernard Maynard Humble, C.M.G., D.S.O., Reserve of Officers (Canadian), of Stubbing Court, Wingerworth, Derbyshire, licence and authority to take and use the surname of Burkitt in addition to and after that of Humble

* *

Mrs. Ralph Smith was sworn in at Victoria, B.C., on March 24, as a member of the Cabinet of British Columbia without Portfolio. She will not act as President of the Council, as was erroneously reported.

* *

Mr R. S. Carter, ex-M.P.P. for Cumberland, N.S., has been sworn in as a member of the Legislative Council of Nova Scotia. He has a lengthy experience in municipal and provincial politics, extending over fourteen years, including five years in the Municipal Council of Cumberland, and he has sat for two legislative terms in the House of Assembly.

* *

To commemorate the silver wedding anniversary of Col. and Mrs. J. Obed Smith, which occurred on March 24, the London staff of the Canadian Government Emigration Offices presented them with a solid silver tea service and tray, and the provincial staffs combined to send them three ornamental silver bowls. Col. and Mrs. Smith were also the recipients of many congratulatory telegrams and letters from friends in Canada and in the United Kingdom.

Mr. L. G Beaubien, of Montreal, is in Paris *en route* to London.

* *

Mr. and Mrs. William Mulock, of Toronto, are in Paris *en route* to London

* *

Mr. W. M. Chandler, of Winnipeg, Superintendent of the Western Branch of the Union Bank of Canada, is in London.

MR. A. B. CALDER
Of the C.P.R. Executive Staff, who is visiting the Mother Country.

Mr. A. D. Langmuir and Miss Langmuir, of Toronto, are staying at the Grand Hotel.

* *

Mr. R. B. Bennett, K.C., of Calgary, who has been representing the Canadian Red Cross Society at the International Convention at Geneva, has arrived from Paris, and is at the Carlton Hotel.

* *

Mr. E. C. Fox, General Manager of the William Davies Co., Ltd., is at the Hyde Park Hotel.

* *

The British-American Dance Club (an off-shoot of the English-speaking Union) are giving a Canadian dance at the Suffolk Galleries, Haymarket, on Friday, April 29, when Sir George and Lady Perley will act as host and hostess.

* *

Among the departures for Canada on April 8 by the R.M.S. *Empress of France* were Mr. R. Forbes Angus, Mr. W. R Baker, C.V.O., Col. R. M. and Mrs Beckett, Mr. H. Fortier, Mr. G. R. Furness, Mr. and Mrs. H. S. Goodday, Major T. S. Hetherington, Mr. H. T. Houston, Mr. and Mrs. A. J. Major, Mr. A. A. McKergow, Mr. and Mrs. R. S. McLaughlin, Mr. J. S. Roe, Mr. F. E. Meredith, K.C., Mr. F. H. Yapp, and Mr. and Mrs Cherniavsky

* *

Departures by the R.M.S. *Olympic* included Miss Kathleen Gooderham, Sir Alexander H. Maguire, Mr. and Mrs. L. H. Pinsonnault, and Mr. and Mrs. H. D. Reid

Edward Kemp was taken [illegible] to his office in the Dominion House Parliament Ottawa on March 30

* *

At the 27th annual banquet of the Farringdon Ward Club on Monday [illegible]ing, Mr. and Mrs. F. C. Wade were among the guests, and the Agent General for British Columbia replied to the toast of "The Overseas Dominions," proposed by Sir W. P. Treloar

* *

The White Star-Dominion liner *Megantic* has left New York for her last cruise of the winter to the West Indies. She is due in New York on April 18, and will then re-enter the Montreal service, leaving Liverpool on May 7 for that port. Among the Montreal passengers sailing on her present cruise are Mr. and Mrs. Charles Dalton, Mr. and Mrs. C. B Robin, Mr. J. T. Molson, Miss M Molson, Mr. and Mrs. G. A. Johnson, Mr. G. Daoust and Miss Jeanne Daoust

* *

His many friends will be glad to hear that Col. P. Pelletier, Agent-General for Quebec, continues to progress favourably though slowly, towards recovery.

ENGAGEMENTS AND MARRIAGES.

The marriage took place on April 7, at St. Margaret's, Westminster, of Sir [illegible]ward Davson, of 20, Ennismore Gardens, and Margot, elder daughter of the late Mr. Clayton Glyn and of Mrs. Glyn and granddaughter of the late Mr. Douglas Sullivan, of Toronto.

* *

The marriage of the Earl of Dalkeith, formerly A.D.C. to the Governor-General and Miss Mollie Lascelles has been arranged to take place on April 21 at St. Margaret's, Westminster.

* *

Miss Grace Isobel George, second daughter of Mr. and Mrs. William Kerr George, Toronto, was married on March 26 at the residence of her parents, to Major Loranger Magann, son of the late Mr. Plunkett Magann.

* *

Lt.-Col. and Mrs. H. Montgomery Campbell, of Fredericton, N.B., announce the engagement of their daughter, Florence Sophia, to Mr. Frederick Guy Murray, son of the late Dr. Thomas Murray, of Tacarigua, Trinidad, B.W.I. The wedding was to take place at Christ Church Cathedral, Fredericton, on April 14.

* *

The Rev. Dr. Henderson, of St. James' Methodist Church, Montreal, officiated at the wedding of Miss Alma Henderson, daughter of Mr. and Mrs. Charles M. Henderson, and Mr. John D. McTaggart, son of the late Mr. J. D. McTaggart, and of Mrs. McTaggart, of Toronto.

* *

The marriage of Olive, daughter of Mr. John Baillie, Crescent Street, Montreal, to Mr. John Algernon Ryder, son of the Rev. Algernon Ryder, of Maresfield Rectory, Sussex, took place in Knox Crescent Church on March 19.

* *

The engagement is announced of Verna Dorothy, daughter of the late Mr. Charles Fullard and Mrs. Fullard, of Winnipeg, to Mr. William Charles Conrad, son of Mr. and Mrs. J. W. Conrad, Westmount The wedding will take place in Winnipeg on May 3.

* *

The marriage of Helen, daughter of Mr. and Mrs. Richard Cassels, Toronto to Capt. Alan Stewart, M.C took place on April 6 at the Bloor Str[illegible] Presbyterian Church. Miss Cassels was a V.A.D. worker at Beechborough Hospital and at Wimbledon for four years. Capt. Stewart was also overseas for four years.

ONTARIO PROVINCE.

OTTAWA.—Dominion Government lands within 15 miles of railways in Western Canada, which have been held in reserve for settlement by returned soldiers, will be made available on May 1 for general homesteading, with the exception of Indian and other reserves opened for this special purpose. Civilians may acquire Dominion lands within the 15-mile radius, whilst in the case of newly-opened areas soldier settlers will be given one day's priority.

——Col. Mason, of Toronto, general manager of the Home Bank of Canada, announced that the bank had acquired the property on which the Strand Theatre is now located, 126, Sparks Street, as site for a branch of their bank in Ottawa.

The Dominion Forestry Branch has, since the inauguration of the service in 1901, supplied over 50,000,000 trees for planting on the prairies.

TORONTO.—The directors of the Canadian National Exhibition Association have changed Mr. John J. Kent's title from general manager to managing director and increased his salary from $10,000 to $12,000 a year.

HAMILTON.—Mr. John A. Webber, who has been Assistant Postmaster here since 1918, and has been connected with the local post-office since 1881, has been appointed as Postmaster. He succeeds Mr. Adam Brown, father of Sir George McL. Brown, who retired on account of age.

Leaving here on June 3, a "Made in Hamilton" train, consisting of four sleepers loaded with the executives of the various Hamilton manufacturing concerns, and three carloads of exhibits, will start west for a trans-continental tour. The train will run under the auspices of the Hamilton Board of Commerce.

KINGSTON.—On March 24 the s.s. *Canadian Coaster* was launched at the Kingston yard of the Collingwood Shipbuilding Co., Ltd. She is a steel freighter, built to the order of the Department of Marine for the Canadian Government Merchant Marine fleet. Her length is 251 ft.; moulded breadth, 43 ft. 6 in.; moulded depth, 26 ft.

——The Rockport Navigation Co. has purchased from the Canada Steamship Lines the steel steamer *Waubic*, which is to be placed on the Cape Vincent-Kingston run. The steamer, which cost $50,000, has a carrying capacity of 500 passengers and 15 automobiles; it is 135 ft. long, with a breadth of 25 ft.

——An audit of the Hydro-Electric Commission shows that the local electrical plant last year had a gross surplus of $31,577, or a profit of over 20 per cent. In view of the drop in coal and oil prices, the Public Utilities Board hopes to be able to reduce the price of gas on July 1 from $2 to $1.75.

CORNWALL.—A new branch of Canadian industry is the manufacture of blotting paper, which was recently inaugurated by the Howard Smith Paper Mills Co. at their plant here.

WINDSOR.—The "Willistead" residence of the late Mr. C. Walker, head of the firm of Hiram Walker Sons, has been given to Walkerville by Messrs. J. Harrington and Franklin Walker, brothers of the late Mr. Walker, for use as a municipal building. Mayor Stodgell estimates the selling value of the property at between $500,000 and $750,000. The home contains more than one hundred rooms; and was built twenty years ago. It is surrounded by a park and gardens covering more than fifteen acres. The building will be used for municipal offices, the public library, and police court.

FORT WILLIAM.—A statement issued by the Board of Grain Commissioners gives the total elevator capacity in Fort William and Port Arthur as 54,185,000 bushels. This is made up of Fort William public elevator capacity 26,350,000 bushels, and private elevator capacity 3,785,000 bushels. Port Arthur has 19,250,000 bushels public elevator capacity and 4,800,000 bushels capacity in private elevators.

QUEBEC PROVINCE.

QUEBEC.—The fruit production of this Province in 1920 had a value of $664,677, made up of apples, $552,020; strawberries, $100,573; raspberries, $9,031; gooseberries, $2,856; and currants, $187.

——Since January there has been no lowering of the costs of building materials, with the exception of bricks. It is estimated that to build a house now will cost just double the pre-war price. Carpenters are now being hired at 60 cents per hour, the same as last year, bricklayers 75 cents, plasterers 70 cents, and labourers 40 cents and 45 cents.

—Mr. John T. Ross, President of the Board of Trade here, stated that the bank clearings of the city in the year 1920 amounted to $364,000,000, as compared with $291,000,000 in the year 1919. The building permits issued show that last year new buildings were constructed in Quebec to the value of $2,260,576. Notwithstanding the closing of the Ross Rifle Factory, which employed as many as 3,000 hands, he stated the population of Quebec had increased and is now about 120,000.

NEW BRUNSWICK.

FREDERICTON.—Mr. L. A. Gagnon, Chief Game Warden of this Province, has resigned and will remove to Quebec.

The annual report of the schools of New Brunswick estimates that the shortage of teachers is nearly 200 in this Province. The number of schools in the Province was 1,978 with 2,113 teachers for the first term, and 1,898 schools and 2,054 teachers in the second term. The enrolment was 65,050 pupils; St. John had 8,414, Fredericton had 1,607, and Moncton 2,864 pupils in the schools. The average salaries paid teachers were: Male, from $406 to $1,756 per annum; female, from $396 to $849.

ST. JOHN.—The revenue of the harbour of St. John for the year 1920 was $31,462 more than in 1919, according to the Harbour Master's report. The total earnings amounted to $178,847. During the year 254 steamers entered and cleared from the port; in 1919 there were 264 steamers. Overseas tonnage amounted to 863,049 tons, as compared with 892,258 in 1919.

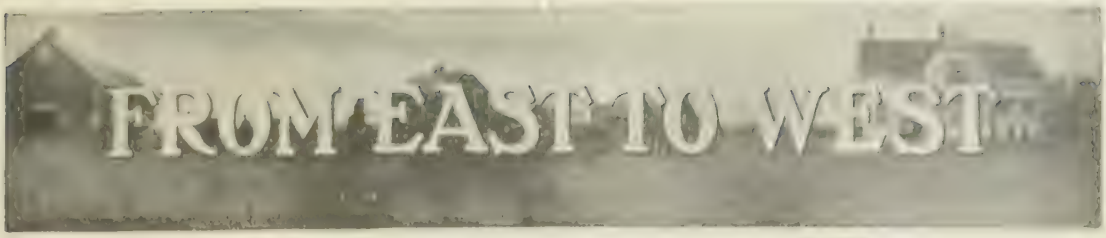
——The fisheries of New Brunswick have not been as successful this winter as usual. An open season is partly to blame for the small size of the take, and the decline in the fish market is another important factor. In the Grand Manan district there has been a decided falling off in the quantity of lobster taken, while the low price of herring has discouraged fishermen.

NOVA SCOTIA.

HALIFAX.—The Hon. O. T. Daniels, Attorney-General, presented to the Legislature a largely-signed petition from the people of Bear River and vicinity asking for immediate consideration of the development of the water-power resources of that part of Western Nova Scotia.

—The contract for the erection of the new Bank of Montreal building at the Silver Corner, Hollis and George Streets, has been awarded to Peter Lyall, Ltd., of Montreal.

—An Order-in-Council passed by the Provincial Government appointed Messrs. William R. Wakeley and Clifford Wood, of this city, and E. S. Proudfoot, of Pictou, Commissioners to control the liquor trade to licensed vendors throughout the Province. Mr. Wakeley is to be Chairman, and the salaries are to be $6,000 for the Chairman and $3,000 for each of the other Commissioners.



MANITOBA PROVINCE.

WINNIPEG.—A "Made in Winnipeg" Exposition will be held here in May under the joint auspices of the Board of Trade and the Canadian Manufacturers' Association. This will be the first exhibition of its kind since 1914, and it is expected that 75 firms will have booths.

——Mrs. Elizabeth McCoy has obtained a contract for construction of roads in the Province from the Good Roads Board for road building in Pipestone Municipality. The contract price is 31 cents per cubic yard. Mrs. McCoy is the first woman to obtain such a contract.

——The Civic Committee on Finance has decided that the tax levy for the year shall be at the rate of 30 mills on the dollar, on a rateable assessment amounting to $238,677,000. This will produce a revenue amounting to $7,160,310. The total estimates passed for the year, however, call for $8,582,670. The balance will be financed by these items: $148,835, the balance from the preceding year's appropriation; $841,610, derivable from miscellaneous revenue, and $431,915, which will be levied as the business tax.

——The suspension of nineteen physicians in Manitoba for unlawfully issuing liquor prescriptions has resulted from an enquiry conducted by a committee of the Council of the College of Physicians and Surgeons. All doctors who have issued 300 or more prescriptions in any one month were summoned before the Council during the enquiry, which covered a period of several months.

The Prairie Cold Storage Co., recently incorporated at $2,000,000, plans an outlay of $1,000,000 in the construction of six buildings. The central plant will be located at Winnipeg at a cost of $400,000, and other plants will be erected at Portage la Prairie, Brandon, Virden, Dauphin, and at a point North of Lake Winnipeg.

The supposedly barren wastes in Manitoba, north of the 53rd parallel, which a few years ago might have been bartered for a few trinkets, produced $2,754,000 in minerals, lumber, fur, and fish last year, says Prof. R. C. Wallace, Northland Commissioner. Gold and copper ores shipped from the Pas district reached $2,000,000 in total values. Thirty-five million feet of lumber, valued at $250,000, were produced. The fish catch of 3,300 tons, a low level, was worth $60,000, and skins obtained around $300,000. In addition a cattle business is growing up which will become one of the most valuable assets of the newly-opened territory, according to Prof. Wallace. The value of cattle grazing in the Saskatchewan River Valley is estimated at $15,000,000.

SASKATCHEWAN.

REGINA.—Considerable building is likely to be done here this year. Following the suggestion of the Board of Trade that $500,000 be borrowed from the Federal Government to launch a housing scheme, a Minneapolis building company announces that it will commence work on the construction of 200 houses immediately the building season opens. The scheme provides for houses, containing not more than six rooms, being sold to people whose salaries do not exceed $3,000 a year. The buildings will be sold at cost, with the purchaser putting up 15 per cent., the balance to be met in monthly instalments to spread over a period of 15 years with interest at 7 per cent.

——A farmer at Ardill, while digging a well on his farm, struck a seam of coal of good quality for domestic use.

——Almost pure sodium sulphate in large quantities has been found in the bed of Brown's Lake at Rutan. Deposits of this mineral are widely distributed throughout the Province.

PRINCE ALBERT.—For stealing and wearing a war button to which he was not entitled David Hamm, of Canwood, has been sentenced to two months' imprisonment with hard labour.

ALBERTA PROVINCE.

EDMONTON. In the annual report of the University of Alberta, Dr. H. M. Tory, the President, declared that the returned soldier students were a credit to the institution for the way they had settled down to the intelligent handling of their own college life.

Complete returns of fires and fire losses for 1920 throughout the Province show that 870 fires did damage amounting to $1,054,191.

The total revenue of Alberta during 1920 was $10,919,776 while the total expenditure was $10,423,356, leaving a surplus on hand of approximately half a million dollars. It was announced by the Attorney-General that profits from the sale of liquor to the Government reached over $800,000.

—Farm workers' wages will be the subject of a bitter battle in Alberta this year. The farmers of the northern part of the Province have gone on record as fixing $40 a month and board as the standard for 1921, while those of the South have fixed $50 as their standard.

——When a colony of beavers established themselves on a farmer's premises at Edgerton he had his farm registered in accordance with the provisions of the Game Act and went into the fur raising business.

According to the preliminary report, the births in Alberta during 1920 were 15,861, as against 14,130 the previous year. The previous record for births was in 1918. There were 2,358 births recorded in Calgary, an increase of 19 per cent., and in Edmonton 2,269, an increase of 28 per cent. The number of marriages registered was 5,054, as against 4,718 for the whole of the previous year. The deaths recorded number 5,500, compared with 5,507 in 1919.

BRITISH COLUMBIA.

VICTORIA.—There are now 5,000 goats in British Columbia, valued at $200,000, according to a statement from the Live Stock Branch of the Department of Agriculture. The milk production of 1920 was 75,000 gallons, worth $45,000. The value of the stock increase amounted to $25,000, or a total of $70,000.

——The Hon. John Hart stated in his Budget speech on March 17 that he anticipated a revenue of $17,101,595 for the coming financial year, being an increase of over $3,000,000 over the current fiscal year. He estimated expenditure at $19,848,974 ($16,980,208 on current account and $2,868,765 capital expenditure out of income), being an increase of $2,435,140 over the current year. He [illegible] taxation.

The Provincial Government intends to revise the whole taxation system of British Columbia and to make the proposed changes effective at the next session of the Legislature, the Premier informed a delegation representing the Union of British Columbia Municipalities.

VANCOUVER.—The shipment of 1,000 tons of creosote in bulk from Great Britain to the creosote plant at Vancouver is a pioneer water movement of this kind of freight. This shipment is made necessary through the fact that the total creosote production of Canada and the United States is incapable of meeting the North American demands. It is pointed out that the necessity of importing creosote and tar is a strong argument for the development of coal by-product plants in Canadian coalfields.

——On May 22 the C.P.R. will put the fast trans-Canada trains back on the run between Vancouver and Montreal. The trans-continental flyers will leave here in the afternoon at 3 o'clock, and arrive here from Montreal at 10 o'clock. The running time between the two cities will be 94 hours.

NORTH VANCOUVER.—On March 17 the Canadian Government Merchant Marine steamship *Canadian Skirmisher* was launched here. With the exception of her boilers, the steamer was close to actual completion. She is 400 ft. long, beam of 52 ft., depth of 31 ft., deadweight capacity 8,350 tons on a draught of 25 ft. 3 in. Her contract speed is 11¾ knots per hour.

THE BIG BEEHIVE AND LAKE AGNES, ABOVE LAKE LOUISE.

"THE PLA
THE

Scenes in S
Wonderful

MOUNTAIN SHEEP ON TH

THE VALLEY OF THE TEN PEAKS, WITH MORAINE LAKE, NINE MILES FROM LAKE LOUISE

ROUND OF
ORLD."

of Canada's
ional Parks.
9.)

HIGHWAY NEAR BANFF.

LOOKING DOWN ON LAKE LOUISE AND MIRROR LAKE

THE ROBSON GLACIER, ON MOUNT ROBSON

WESTERN MUNICIPAL FINANCE.

Position in Manitoba, Saskatchewan, and B.C.

It is understood (says the Toronto correspondent of the *Times*) that the Manitoba Government is to provide a fund of $1,000,000 to prevent losses through default of Provincial municipalities.

As stated in last week's *Canada*, the Hon. C. A. Dunning, Provincial Treasurer of Saskatchewan, announced, with regard to the municipalities of his Province, that the Government, "while willing at all times to assist defaulting municipalities and thus protect their interests and the interests of those who hold their bonds, will not be driven into assuming liability for the obligations of defaulting sub-divisions of the Province.

"Certain financial interests in Eastern Canada and the United States, who are bondholders in one or other of the few defaulting towns in Saskatchewan," added Mr. Dunning, "have been using every influence to force the Government of this Province to assume the debts of towns which are unable to pay the interest on their own debentures. The Government has steadily refused to agree that the whole Province should be taxed to pay the bonds of any individual municipality or the interest on them. Several weeks ago one of the financial interests concerned stated in a letter to me that a boycott of Saskatchewan securities would be organised in Eastern Canada, and that every means, political and otherwise, would be used to force the Government to yield. This despatch indicates that the battle is on, and, judging from its contents, wholesale misrepresentation is one of the weapons to be used. Some difficulty may result from the campaign, but not enough to force the Government to agree to such an outrage as proposed."

The following figures (taken from the latest issue—1919-20—of "Canadian Municipal Statistics," published by Messrs. Wood, Gundy & Co.) show respectively the population, general debenture debt, and net debenture debt in the case of some of the Saskatchewan towns stated to be in difficulties as regards their financial obligations:—

Canora (14,000).—$134,740; $23,199.
Estevan (3,000).—$420,478; $221,747.
Humboldt (2,000).—$418,740; $93,950.
Melville (2,600).—$355,817; $216,477.
Prince Albert (7,500).—$2,569,468; $1,604,139.
Swift Current (5,000).—$1,242,385; $441,110.

In the case of Estevan, promise has been made that coupons on bonds will be paid if again presented.

Reference was also made in last week's *Canada* to the statement of the Executive of the Union of British Columbia Municipalities that, unless they were given immediate financial relief, many of the larger cities and towns of the Province would be in the hands of receivers before they could receive their share of liquor profits. In a detailed statement submitted to the Municipal Committee of the Legislature it was shown that the municipalities had now arrears of taxes amounting to $12,094,121 and a shortage in the sinking funds of $5,289,012. Their school costs had increased from $949,665 in 1918 to $3,600,000 in 1921, and taxes from $8,698,817 in 1914 to nearly $16,000,000 in 1921. The Union urged a thorough overhaul and complete revision of the allocation of the taxation between the various sources of revenue now finding their way into the several Treasuries of the Province and the municipalities.

—* *—

The second party for Canada organised by the Society for the Overseas Settlement of British Women (Hotel Windsor, Victoria Street, London, S.W.1), will sail next Friday by the Canadian-Pacific s.s. *Metagama*. Others will leave on June 1, July 1, and August 2.

Wheat Shortage means High Prices.

EMPIRE DEVELOPMENT

Land must be cultivated on organised lines.

Do you wish to sell your Canadian property?
OVERSEAS ESTATES LTD. PURCHASE FARMS AND LOTS ON AGREED VALUATION.
For particulars write, call or 'phone:—
Sales Manager, OVERSEAS ESTATES LTD.,
Phones: Gerrard 8658 and 8650 **1, Charing Cross, S.W.1**

The Duchess of Connaught Memorial Hostel,
14, BEDFORD PLACE, RUSSELL SQUARE, LONDON, W.C.1.
Tel.: MUSEUM 6674.
PROVIDES ALL HOME COMFORTS
FOR CANADIAN MEN VISITING LONDON.
HOT & COLD BATHS—CENTRAL HEATING.
SINGLE & DOUBLE BEDROOMS. DINING ROOM. SEPARATE TABLES. RECREATION, WRITING & BAGGAGE ROOMS.
TERMS: 5/- to 6/- per night, including Bed, Bath, Breakfast & Attendance.
LUNCHEONS, TEAS AND DINNERS PROVIDED.
SPECIAL INCLUSIVE TERMS BY THE WEEK.
NO GRATUITIES. *Apply SECRETARY.*

BRITISH COLUMBIA.
FARM LANDS.
Suitable for Cattle ranching, Mixed and Dairy farming, Fruit-growing and Poultry raising.
RESIDENTIAL PROPERTIES.
We have for sale beautiful homes in and around Victoria.
Correspondence solicited.
PEMBERTON & SON, Estate and Financial Agents. Established 1887.
Pemberton Building, VICTORIA, B.C.

L. & N.W.R.

The following **HOTELS** are under the Company's Management.

LONDON (Euston)	**Euston Hotel**
'Phone No., Museum 3000.	Tel. Address: "Bestotel, Norwest, London."
BIRMINGHAM (New Street Station)	**Queen's Hotel**
'Phone No., Midland 2740.	Tel. Address: "Bestotel, Birmingham."
LIVERPOOL (Lime Street)	**North Western Hotel**
'Phone No., Royal 2960.	Tel. Address: "Bestotel, Liverpool."
BLETCHLEY	**Station Hotel**
	Tel. Address: "Bestotel, Bletchley."
CREWE	**Crewe Arms Hotel**
'Phone No., 21.	Tel. Address: "Bestotel, Crewe."
HOLYHEAD	**Station Hotel**
'Phone No., 24.	Tel. Address: "Bestotel, Holyhead."
GREENORE	**Greenore Hotel**
	Tel. Address: "Bestotel, Greenore."
PRESTON (L. & Y. and L. & N.W. Rlys.)	**Park Hotel**
'Phone No., 188.	Tel. Address: "Bestotel, Preston."
DUBLIN (North Wall)	**North Western Hotel**
'Phone No., 1291.	Tel. Address: "Northwestern Hotel, Dublin."

Hotel Porters in Red Coats meet the Trains and Boats and convey visitors, luggage free to and from the Hotels.

Euston Station, London, N.W. ARTHUR WATSON, *General Manager.*

NEWFOUNDLAND The Norway of The New World.

A LAND OF SURPASSING BEAUTY AND RARE INTEREST FOR THE TRAVELLER.

For the Photographer, the Artist, and the Lover of the Beautiful in Nature, its attractions cannot be exaggerated. Its Dependency, LABRADOR, exceeds in its picturesque natural panoramas the much-praised Fiords of Norway.

THE SPORTSMAN'S PARADISE.

Abounding in game of the finest in fin, fur and feather. Lordly Caribou in countless herds. Rivers teeming with salmon. Lakes filled with trout. Forests alive with birds and furry creatures. All sport free except Caribou hunting, which requires a licence fee of $50 (£10), and salmon fishing, which involves a rod tax of $10 (£2).

FOREST, MINE, AND FARMLAND WEALTH.

Splendid opportunities to acquire lands for Farming, Mining, Lumbering and Pulp and Paper Making on reasonable terms, with generous concessions from the Government of Newfoundland in the way of free entry for all machinery and equipments requisite in establishing new industries.

Copper and **Iron Mines** in active operation

Saw Mills cutting extensively of lumber for export.

Two of the world's largest **Paper Mills** recently established.

For further information apply to the Hon. SIR EDGAR R. BOWRING, Kt., High Commissioner for Newfoundland. 58, Victoria Street, London, S.W.1.

A number of descriptive booklets issued by the Reid Newfoundland Company have been placed in the hands of Messrs. Thomas Cook and Son for distribution.

GRAND TRUNK ARBITRATION ENDED.

Refusal of Extension Leads to Abrupt Termination.

THE Grand Trunk arbitration came to an abrupt conclusion on Friday of last week after nine weeks of continuous sessions and forty-five days of actual sittings. Mr. Howard G. Kelley, president of the Grand Trunk, returned from Ottawa and discussed with counsel the result of the position taken up by the Government in refusing an extension of time and demanding immediate control of the railway. In view of this a conference was held by counsel on both sides, when the arbitration was adjourned for an hour to discuss the position. On the resumption Government counsel stated that in view of the course of events it was useless to continue, since within a few hours the Arbitration Board would automatically cease its existence, unless further proceedings were taken on the part of the Government. Grand Trunk counsel wished for an argument on the legal question whether, under the terms of the appointment, the Board ceased its existence on April 9 or 27. The Chairman, Sir Walter Cassels, ruled that this was useless, and he adjourned the hearing *sine die*. As a result of a year's work on both sides in collecting the evidence and the nine weeks' sessions of the Arbitration Board (says the Montreal correspondent of the *Daily Telegraph*), the work ends with only one side heard, without an award being made.

MR. HOWARD G. KELLEY,
President of the G.T.R., who is coming to London.

Following upon this, Mr. Kelley and Mr. Phippen, K.C., the Grand Trunk counsel, left for England on Tuesday to consult with the directors and shareholders of the company over the Government's demand to control the railway before the arbitration is completed.

It is considered probable that a supplementary agreement, requiring ratification by Parliament, will be necessary to continue the arbitration and to adjust other conditions which the new and unsuspected situation has created.

The Government's Policy.

The Government's Grand Trunk policy was definitely stated by the Premier on April 5 in the Dominion House of Commons.

He made it clear (says the Ottawa correspondent of the *Times*) that there would be no extension of time in which the road was to pass into the possession and under the control of the Government. The Government, he declared, was willing to give the arbitrators more time to complete their work, but he insisted that the Grand Trunk should surrender the system on or before April 9. No more financial assistance would be given to the railway so long as the Grand Trunk's Board of Directors remained in possession.

The Premier gave notice of a motion to appoint a Select Standing Committee to investigate and report on the railways and shipping under Government ownership and on their operation and control. He warned Parliament that the country was not in a panic over the railway situation. The deficits were a disappointment, he said, but did not create a desperate situation. Canada was suffering from world-wide conditions, and in the circumstances the National Railways had made a better showing during the past year than the railways in the United States.

Correspondence Between Government and Board.

Mr. Meighen laid on the table in the House of Commons on April 6 the correspondence between the Government and Sir Alfred Smithers, M.P., the chairman, and Mr. H. G. Kelley, the president of the Grand Trunk Railway, respecting the financing of the Grand Trunk.

On March 25 Dr. Reid, Minister of Railways, wrote to Mr. Kelley stating that the Government refused to assume the responsibility of financing the railway until arrangements had been made to transfer the control to the Government.

Sir Alfred Smithers, in his reply, dated March 31, declared that the company was unable to accept the proposal to transfer the control until the award had been made, and denied the truth of the Government's charge that there had been unnecessary delay in the arbitration proceedings. He said that unless the Government took steps to meet the bond interest due on April 1 he would be compelled to make a public statement, "distressing and painful," adding that if default occurred the British public would consider it the default of the Canadian Government.

Mr. Meighen answered, pointing out that the agreement provided that the company should do its own financing, and saying that if the company was unable to do so it should no longer insist on the control of the road.

Sir Alfred Smithers, replying, agreed to transfer the control of the road "as far as possible," but added that the holders of stock would never agree to transfer the stock until the final decision of the arbitrators was given.

The Prime Minister then cabled offering to introduce a Bill in Parliament providing for the Government's taking control of the management without transfer of the stock, but Sir A. Smithers answered that he found it impossible legally to transfer the management.

Canadian Views.

"There is not much support apparent in Canada" (says the *Times* correspondent) "for British criticism of the Government in regard to its dealing with the Grand Trunk, and it is felt that the position is not fully understood by the British daily and financial journals. According to the Government, no obligation can be assumed for the operation of the Grand Trunk system until it is finally handed over to the Dominion. Doubtless a degree of distrust has entered into the relations between the Government and the Grand Trunk officials. It is believed that there was delay in preparing for arbitration, and that there was uneconomical operation of the road in the belief that the obligations would be carried out by the country. There is also a suspicion that delay has been deliberate in the hope that public opinion would revolt against a policy of public ownership, or that there would be a change of Government at Ottawa which would revise or reject the agreement with the company. However the action of the Government may be regarded in Great Britain, it is certain that there is no thought of repudiation or violation of the agreement entered into with the Grand Trunk Board."

The Hon. Rodolphe Lemieux, referring to the default in payment of Grand Trunk interest, said (according to the Ottawa correspondent of the Central News) that he hung his head in shame when he heard that word was going round in London, with some semblance of authority, that Canada would not pay her debts.

G.T.P. Finances.

At one of the later sessions of the Arbitration Board an elaborate statement regarding the financial affairs of the Grand Trunk Pacific, so far as they affected the Grand Trunk, was made by Mr. G. G. Rowbotham, of Messrs. Price, Waterhouse & Co., accountants.

Mr. Rowbotham stated that the total funded debt of the Grand Trunk Pacific Railway Co. on December 30, 1919, was $173,782,100. This was comprised of 3 per cent. First Mortgage Bonds of $68,040,000, guaranteed by the Dominion Government; 4 per cent. Mortgage Bonds of $27,702,000, guaranteed by the Grand Trunk; 4 per cent. Debenture stock of $34,879,252, contingently guaranteed by the Grand Trunk. In addition to this there were $10,000,000 of 4 per cent. Bonds, guaranteed by the Grand Trunk; $15,000,000 of 5 per cent. Notes guaranteed by the Grand Trunk, and $9,720,000 Notes of the Grand Trunk Pacific, guaranteed by the Grand Trunk, with $8,440,848 Grand Trunk Pacific Bonds guaranteed by the Government. These brought the total debt to $173,782,100, for payment of which guarantees were divided between the Dominion and various Provincial Governments, and the old Grand Trunk behind as guarantor.

Dealing with the finances of the G.T.P. from the inception of the road as a working railway, on January 16, 1916, to the close of 1919, Mr. Rowbotham said that the funds acquired by the G.T.P. amounted to $256,363,944. These were secured as follows:—From Notes and accounts guaranteed by the Grand Trunk, $25,521,151; on Bonds guaranteed by the Province of Saskatchewan, $3,317,436; and other guaranteed and unguaranteed Bonds, making a total of $30,700,919. The total secured from the Dominion Government by way of loans, guarantees, etc., amounted to $102,386,077. The sale of G.T.P. Bonds, with subsidies and profits on operation, came to a total of $123,275,948.

EMIGRATION WITHIN THE EMPIRE.

Good Prospects for ex-Service Men and Women.

Col. Charles Taylor, assistant to Commissioner D. C. Lamb, who has charge of the Emigration Department of the Salvation Army, speaks with enthusiasm upon the outlook for the immediate future.

"Last year," he said in an interview, "saw the resumption of the migration movement to the different Dominions of the Empire, which had been unavoidably interrupted owing to the calamitous European upheaval. Although our operations were not on the pre-war scale, a considerable amount of important service was performed, and we sent about 4,000 souls across the seas during the past twelve months. The emigrants included a large number of ex-service men, who were taking advantage of the Government's 'free passage' scheme, under which they were entitled to free ocean fare; and I should perhaps add that the Salvation Army supplemented this, where necessary, by paying the railway fare from the port of landing to the emigrant's place of destination. In many instances, of course, this entailed heavy expenditure. Again, by means of General Booth's Women's Migration Scheme, for assisting widows with their children and single women who are desirous of settling overseas, we were able to carry out some really valuable work in helping a host of women for whom emigration offered fresh prospects in life.

"We have always inclined to the view that an influx of women from the Mother Country is of inestimable benefit to the Dominions, and the Salvation Army has, periodically, been sending parties of them overseas from the earliest days of its migration work. Every protection is afforded young girls who are proceeding to the Dominions as domestic servants, and our organisation for dealing with this highly important branch of emigration is unique in the advantages it offers.

Imperial Importance of Emigration.

"In a congested country like England, with its problems of competition, taxation and unemployment, emigration is absolutely necessary," continued Col. Taylor, when asked as to the future. "Moreover, the future greatness of the Empire will depend in no small measure upon the type of emigrant we send out. Emigration is by no means a modern phenomenon. Ever since the days of Drake the youth of our country has been attracted to foreign lands by the love of adventure. Those early settlers were the men who built up the Outer Empire: and if the stream ceased to-day, then it would be but an indication of the decadence of the race from which they have sprung. I hold that the responsibility which rests upon the British nation in this matter is comparable with nothing in the history of the world. The emigrants must be of the right type. Reputable firms of seed-growers are wont to boast that all their seed is tested before it is sent out to the farmer; and I would make it obligatory for every man and woman, before being sent out to the Dominions, to produce a similar guarantee, in view of the fact that he or she is called upon to stand in almost every corner of the earth for Christianity, civilisation, culture, chivalry and the credit of the Anglo-Saxon race.

"Let me lay emphasis on the fact that the Salvation Army never emigrates the wastrels of society. It has never knowingly sent any person of that class to the Dominions, and never will. The emigrants who leave these shores under our ægis are the ambitious and enterprising of the working classes of the Old Country, most of them coming to us of their own initiative in the ordinary way of business, knowing full well they can trust us. The shirker, the ne'er-do-well and the 'remittance man' we won't take at any price. Incompetents and 'watch-the-clock' men will never succeed in the Dominions. On the other hand, a healthy, steady man who is not afraid of work should experience no difficulty in winning an independence in a very few years. Long experience, however, has taught me that the most successful type of emigrant is not the man who goes out with the intention of exploiting for his personal advantage the country to which he is proceeding, but the one who is inspired with the ambition of cultivating the soil for the benefit of his own and future generations."

* * *

The Grand Trunk Railway steamship terminus at Portland, Maine, will be enlarged and improved at a cost of approximately $500,000. Plans have been approved for an immigration examination and detention building to provide accommodation for the handling of 1,000 passengers a day.

CONDUCTED PARTIES TO THE DOMINIONS.

SPRING 1921. NOW BOOKING.

Men, Women, and Children—Canada, Australia, New Zealand, and South Africa. Lowest Rates. 1st, 2nd, and 3rd class.

Splendid opportunities for women settlers. Assisted passages in approved cases—widows and single women—for household service.

Ex-Service Men's Warrant Books exchanged.

WORK GUARANTEED ON THE LAND.

Exceptional facilities for the comfort and protection of women and children travelling by land and sea. Expert up-to-date advice about countries and conditions.

Apply—**Commissioner Lamb**, 122, Queen Victoria Street, London, E.C.4; 12, Pembroke Place, Liverpool; 137, Sauchiehall Street, Glasgow; or 26, Castle Street, Aberdeen.

Telegrams: Launching, Cent, London. Cables: Launching, London.

The Commercial Handbook of Canada.

HEATON'S ANNUAL

Seventeenth—1921—Year.

Crown 8vo. 535 Pages, cloth, price 8/- net.

CONTENTS.

OFFICIAL DIRECTORY. The Dominion and Provincial Governments, Departments, Members of Parliament, and Legislature.

FINANCIAL INFORMATION. Money Exchange and Transmission, the Banking System, Trust Companies, Trustee Investments, etc.

COMMERCIAL INFORMATION. Income Tax, War Taxes, Patents, etc.

REGISTRATION. Offices for Registration of Deeds, Mortgages, etc.

CREDIT REPORTS AND COLLECTIONS. Directory of Solicitors.

TRANSPORTATION Railway Fares and Distances.

BANKING AND SHIPPING GUIDE.

CUSTOMS TARIFF.

MANUFACTURES.

NATURAL RESOURCES. Agriculture, Fisheries, Forest and Forest Products, Fur Trade, Mining, Water Powers.

GENERAL INFORMATION. Boards of Trade, Climate, Trade and Commerce, Education, Finance, Population and Emigration.

DESCRIPTION OF TOWNS AND INDUSTRIAL OPPORTUNITIES. Boards of Trade Register, Special Local Opportunities.

A CLEAR MAP OF EACH PROVINCE.

IN this 1921 edition all the usual features of this most useful and informative book of reference regarding Canada, have been carefully revised and brought up-to-date, with several new additions

Post free on receipt of remittance 8/6 from:—

THE CANADA NEWSPAPER COMPANY LTD., 110, St. Martin's Lane, London, W.C.2.

MADE IN CANADA

Are you watching this feature in

THE CANADIAN EXPORT PIONEER?

There are Business Opportunities in it.

The "Pioneer" is Published Monthly.

Single copy 1s. Annual Subscription, post free, 10s. ($2.50.)

OFFICES:

110, St. Martin's Lane, London, W.C.

Canada: 4, Hospital St., Montreal.

Our Library Table.

A Life of Sir William Van Horne — A Great Railway Builder and an Artist

THE long-expected authoritative life of Sir William Van Horne has now been published, though it does not come in the form originally arranged for. It was intended that his biography should be written by Miss Katherine Hughes, who was to have collaborated with him in a history of the Canadian Pacific Railway, and she collected material and put it together loosely in the form of a narrative. The manuscript was handed over to Mr. Walter Vaughan (who had been for seven years in the service of the C.P.R.) by Mr. R. B. Van Horne, who asked him to write his father's life. "The Life and Work of Sir William Van Horne" (New York: The Century Co.) is the result. Much of it, Mr. Vaughan says, is frankly based on Miss Hughes' material. Wherever it has been possible he has used and adapted her rough narrative, and he acknowledges his indebtedness to her for whatever merits the book may have.

THE LATE SIR WILLIAM VAN HORNE, K.C.M.G.

In the nature of the case, the volume is to a very large extent a history of those railway enterprises with which Sir William Van Horne's activities were so intimately bound up practically all his life. Into this it is not necessary to enter for our present purpose. The author is fully alive to the picturesque side of the railway building in which he was engaged, and makes excellent use of it as a background for a picture of the figure of this strong personality, with its many and varied interests.

Throughout Sir William Van Horne's life there was a touch of the romantic, and this was particularly the case in his early years. The opening chapters tell of the hardships which surrounded his youth and of the way in which his indomitable will surmounted all obstacles, and he rose from being a telegraph operator to become a controlling force in the railway

[redacted]

Forceful Methods

Van Horne at once brought his forceful [redacted] upon the working of the company. "Abhorring dishonesty in every form, he was able at an early stage to discover and stop leaks in a rather lax organisation which were sapping the life of the enterprise. He dispensed, swiftly and without caring whose feelings were hurt, with the services of all officers and agents whom he found to be using the company for the furtherance of their own fortunes. These stern measures culminated in the prompt dismissal of a popular official who was engaged in an ambitious scheme to buy townsites along the line of the railway in the interests of a group of speculators." His methods, thus illustrated, were, we are told, "often drastic and sometimes ruthless, but without employing them he probably could not have accomplished what he did. 'If,' he said, 'you want anything done, name the day when it must be finished. If I order a thing done in a specified time, and the man to whom I give that order says it is impossible to carry it out—then he must go.' Anything like inefficiency aroused his instant wrath, and he would dismiss out of hand all the employees in a yard where he found the traffic stupidly handled."

It is not to be wondered at that—"self-willed, determined, and dominant, gifted with a natural genius for construction and an intuitive grasp of engineering problems, and thoroughly versed in the practice of Western railroads—his ideas frequently clashed with the theories of British and Canadian engineers. 'He always acted,' one of them has said, 'as

BUILDINGS ON THE LATE SIR WILLIAM VAN HORNE'S 7,200 ACRE FARM AT SELKIRK, MANITOBA

world in the United States, his native country. When the Canadian Pacific Railway was incorporated in 1881 it was realised that a man of great driving power was the need of the hour. "Stephen turned to Hill, who strongly recommended Van Horne, because, of all the men he knew, Van Horne was 'altogether the best equipped, mentally and in every other way. A pioneer was needed, and the more of a pioneer the better.' 'You need,' said Hill, 'a man of great mental and physical power to carry this line through. Van Horne can do it. But he will take all the authority he gets, and more, so define how much you want him to have.'"

if nothing were impossible. He hated the [redacted] and he deleted the word "fail" from his [redacted] His luck, his daring, and his fearlessness just carried him through.' It is more probable, however," remarks Mr. Vaughan, "that his success in wrestling with engineering difficulties was due to the application of his strong [redacted] sense, his experience, his genius for construction, and [redacted] large view he was compelled to take [redacted]

Van Horne's guiding influence was not confined to actual railway building, although he was a railway builder first and foremost. "In addition to the acquisition and development [redacted]

of existing railways in the East and the planning of branch lines in the West, Van Horne set about creating traffic that would grow up with the railway. Grain elevators were built at Winnipeg and Head-of-the-Lake; flour mills, destined to become among the greatest in the world, were started at Lake of the Woods; timber lands were purchased in Ontario for the manufacture of lumber. He began to plan the string of hotels which were one day to attract countless thousands of tourists. Neglecting no detail that would tend to ameliorate pioneering conditions on the prairies, he originated a department store system on cars, which were left on side-tracks at the various points for two or three days at a time so that women in the new districts might do their shopping. He encouraged physicians to settle in the new communities that were springing up, and helped to establish a hospital at Medicine Hat." And later on he found recreation and delight in sketching, suggesting, or modifying elevations and plans of the company's hotels in both West and East.

His railway policy, in all its aspects, was characterised by courage and boundless vitality. These qualites were never more conspicuous or more useful than at the time of the financial crisis with which the C.P.R. was faced in 1885. While the other directors were disappointed and discouraged —Sir George Stephen, we are told, was reduced to a condition of absolute despair, and wept one day at Schreiber's office— Van Horne almost alone seemed not to know what it was to be beaten. "He stood out, a figure of sturdy cheerfulness and buoyant courage," though, before the crisis passed, even he began to taste the bitterness of defeat. When the Government had finally passed the desired legislation at Ottawa, and Stephen had concluded the necessary financing with Baring's, "Van Horne and Angus were together in the boardroom when Stephen's cablegram announcing the glad news reached them. They could only give vent to their relief and their joy by capering about like boys and by kicking the furniture."

Construction Completed.

Ten years were allowed the company by the Government for the completion of the transcontinental line; Van Horne built it in less than five, smashing all records in railway building. In his official capacity Van Horne was now "no longer an American. He was not, on the other hand, a Canadian. He was simply, body and soul, a Canadian Pacific man—a genius of transportation working out his own destiny in the organisation of land and sea traffic." And when, at the beginning of 1887, his contract with the company expired and he received a definite offer of the presidency of the Chicago, Milwaukee and St. Paul Railway, he decided to remain in Montreal and thus snapped the last link with his earlier career.

The strain of construction over, Van Horne's mind turned to the settlement of the prairies, and he inaugurated an aggressive and persistent campaign of advertising of a varied and versatile character, which led it to be said of him that he "capitalised the scenery." He was the natural successor of Stephen in the presidency of the C.P.R. on the retirement of the former in 1888, so that he "now held the unchallenged primacy in Canadian railway affairs; and since the further development of the Canadian Pacific offered the greatest inducements to his creative impulses, he could rightly feel that there was no position in the railway world so enviable as his own."

Financial and Other Interests.

He used to say that he would not leave the C.P.R. until it was "out of the wood." It was after many years of strenuous work in both construction and direction that Van Horne resigned the presidency of the C.P.R. in 1899. Although, as Chairman of the Board and a member of the Executive Committee, he had no administrative duties, he retained his office in the company's headquarters, and told his friends, "I shall still hang about the old stand." At fifty-six his phenomenal vitality and strength were not impaired, and his working life was certainly not over. His mental and physical energies, his restlessness, and the versatility of his tastes, demanded constant outlet both in work and in hobbies. He took up numerous financial interests. The "side line" to which he devoted the closest attention was his Cuban railway enterprise, with which several of the later chapters of his biography deal in considerable detail. He was never, in fact, so happy as when he was living in Cuba and looking after the railway and its subsidiary enterprises. "Dropping out of one company after another, he had withdrawn before the spring of 1910 from the boards of 'something like thirty companies,' and then stated that he should shortly give up active connection with every enterprise except the Cuba Co., 'which I intend to stick to as long as I can, for I have a very great affection for it.'" The only severance that caused him a pang was the relinquishment in the spring of the chairmanship of the Canadian Pacific, an office which he described as "a nominal one, not at all useful, and hardly ornamental." "I am getting old," he said to interviewers, "and it is irksome to watch the clock. It may become depressing. I do not wish to keep up even the appearance of attending to business." But he still remained a director of a score of important railway and business corporations and the president of half-a-dozen.

Van Horne's strong physique has already been spoken of. His strength, says Mr. Vaughan, was as the strength of ten men, and his powers of endurance phenomenal. He was almost insensible to cold, and required little sleep to restore his vigour. Habitually turning night into day, and eating and smoking in defiance of all accepted precepts of moderation, he boasted late in life that he did not know what a headache was. "Tired?" he once replied in the small hours of the morning, after a day of toil and several hundred points of billiards. "Tired? I have only been tired twice in my life!"

The Work and Play of Life.

Hard worker as he was, Sir William Van Horne was better equipped than most with resources for his leisure hours. His practical interest in art is well known, as well as in collecting pictures and pottery (in his earlier days he also collected fossils), and he had his farm and stock. Towards the end of his life he turned to writing as to an untried branch of art, and "wrote a string of chiselled aphorisms to form a tiny gospel of Humbug."

The perennial boyishness which his friends were apt to remark in his unquenchable zest for games and tricks welled forth whenever he came in contact with children. In his later days he found great enjoyment in games with his grandchild. Once, when it was remarked to him that he seemed to work hard all the time and play hard all the time, he replied, "I eat all I can; I drink all I can; I smoke all I can; and I don't care a damn for anything." Shortly before his death, when his doctor forbade him more than three cigars a day, the restriction was more than he could stand. "See how I circumvent the doctor," he said, showing a cigar about a foot in length and an inch and a half in diameter. "I have had these specially made for me, and smoke three of them a day; and each of them gives me a good smoke for two hours!"

His zest, which was never blunted, for life and the work and play of life, was, says Mr. Vaughan, something at which ordinary jaded humans could only wonder. It was well said of him that "he approached each day with a child's fresh delight, and so he got a good deal of Heaven out of life." On his death-bed—he was seventy-two when he died—he said, "When I think of all I could do, I should like to live for five hundred years." Earl Grey classed Sir William Van Horne with Cecil Rhodes as one of the few practical idealists whom one met in life's journey.

The strength of his individuality, his personal characteristics, the problems which he had to face, and the apparent impossibilities which he overcame, are all admirably brought out in Mr. Vaughan's biography.

—* *—

DEBATE ON THE MERCHANT MARINE.

The Dominion House of Commons sat continuously for 24 hours in Committee discussing the Estimate of $8,000,000 which the Government required to complete their shipbuilding programme (says Reuter's Ottawa correspondent).

The Opposition attacked the Estimate on the ground that the Canadian Government Mercantile Marine was "a losing venture," and advocated the sale of the "entire fleet." Eventually the Government abandoned its effort to pass the item, and at 4 p.m. on Tuesday proceeded with other Estimates. It is believed that the closure will be applied at a future sitting.

—* *—

CANADA AND THE COAL STRIKE.

An official denial is given to a London report that the British Government was placing large orders for coal in Canada (says the Ottawa correspondent of the *Times*). It is understood, however, that Canadian mines are in a position to supply a considerable quantity of coal if called upon. The Deputy Minister of Marine states that the Government and Merchant Marine stand ready to carry coal on request of the operators.

The Trades and Labour Council (says the Montreal correspondent of the Central News) has rejected a resolution urging the Miners' Union to refuse to mine coal for export to Great Britain.

Statistics show that coal was offered to Britain from Eastern Canadian mines last year at $12 a ton.

—* *—

Mr. Osmond Grattan Esmonde, the alleged Sinn Fein envoy, was released by the authorities at Vancouver on condition that he proceeds at once to Seattle.

ROLLS-ROYCE CAR FOR SALE, 1920 model, 45 h.p. Colour, white. French patent windows. No rattle. Cost £4,500. Delivered September, 1920. Tax paid 1921. Chassis price to-day, £2,250. Offered complete with all accessories, spare wheels, etc., for £3,250 net cash.—J. M., *Canada* Office, 110, St. Martin's Lane, Trafalgar Square, W.C.2.

BRITISH PERIODICALS.

In order to keep our readers in Canada informed as to the trend of thought in the leading British periodicals, the chief features in the current issues are dealt with each month in this column.

"Connoisseur."

Japanese art of the eighteenth and nineteenth centuries, as exemplified by works in the collection of Mr. W. Harding Smith, R.B.A., forms the subject of a highly interesting article by W. G. Blaikie Murdoch in the April *Connoisseur*. "Luck what it may," he says, "is not the Japanese school easily the one towering above every other, since the Greek, in technical proficiency, as likewise in decorative skill?" and he points out, as a notable characteristic of Japan, that, "as masterly in applied as independent art, she was long wont to offer to her very humblest folk a lofty beauty in the form of necessities, plates, and cups and trays, besides kettles." Dr. G. C. Williamson discusses the genuineness or otherwise of the several portraits extant of Sir Philip Sidney; while Hilda F. Finberg writes on a little known eighteenth century artist, William Bell, of Newcastle; and Mrs. K. V. Clive on "Collecting Porcelain and Pottery Cats," the earliest known English example of these quaint ornaments dating probably from about 1630. Exquisite illustration is always a feature of the *Connoisseur*, and among the full-page reproductions this month are pictures by Rembrandt, Hobbema, Absolon, and Copley Fielding.

"Cornhill."

The April *Cornhill* is a particularly attractive and readable number. "Gradus ad Parnassum" is a charmingly written article by Lt.-Commander E. Hilton Young, the new Financial Secretary to the Treasury, telling how he first came to take an interest in birds and their songs, and how his knowledge progressed. Sir Henry Trueman Wood describes "Harrow in the 'Fifties." Rosaline Masson gives a well written "silhouette" of Thomas Carlyle, in the shape of reminiscences of visits of the Sage of Chelsea to her parents' house in Edinburgh. Sir J. Squire Sprigge writes on "The Old-fashioned Doctor," whom he describes as "the man who has learned *what* to do, without, sometimes at any rate, the opportunity of learning *why* he does it." "Temperance Made Easy," by Edith Sellars, dealing with "a commonsense temperance crusade" in Finland, is well worth the attention of social reformers in this country. The writer shows how "a people notorious for their drunkenness became a sober people, when sobriety was made easy for the great mass of them by good food being brought within their reach, and their lives being bettered, being made worth living." The other contents include "Science and Spitsbergen," by J. S. Huxley; "The Founding of a City," by A. C. Scott; "The Desk" (a story), by W. Douglas Newton; and an instalment of Capt. W. L. Blennerhassett's serial, "The Provocator."

"English Review."

Under the title of "Fifty-Fifty," in this month's *English Review*, Austin Harrison writes on the complications of the European situation at this juncture, and suggests that the way out of the difficulties is "to call in America, and with the New World to begin the amortisation of our own Allied debts as the pivot to solid foundations of a world policy." Other notable articles are "The Control of the Life-Cycle" (Part II.), by Julian Huxley, and "England and America," by Storm Jameson, while contributions on more literary subjects include "Thus to Revisit . ." by Ford Madox Hueffer; "The Influence of Mr. James Joyce," by Richard Aldington; "Where Poetry Stands," by Gerald Gould; and "James Huneker," by Thomas Moult. "Lucifer" writes on "Woman," and "S. O." on "Falstaff's Plain English."

"World's Work."

The April number of *World's Work* maintains a high standard of interest throughout, and one of the most notable articles, describing the complex character and the salient features in the career of South Africa's Premier, is contributed by Leo Weinthal and Louis Hotz, of *The African World*, in which they show that the miracle which General Smuts has achieved is that "the spell which radicalism has cast over South African development, blinding the people and deadening them to the great potentialities within them, has at length been definitely broken, and in its stead has come the nobler ideal of a united and progressive nation." How, "when France colonises she does not enslave, but emancipates," is claimed and proved by André Tardieu in an able treatise on "France's Colonial Empire"; while an article of special interest to Canadians is contributed by Frederick Niven, who takes for his text the 1920-21 postal notice of the winter mail service to Mackenzie River oilfields, in which is "all the glamour and ever-alluring romance of the desperate north." Among other contents may be mentioned "The Latest Home for the Earliest Man" (the Institute of Human Paleontology, presented to Paris by the Prince of Monaco), by George Frederic Lees; "The 'Movies' and the Children," by Ellis P. Ober Naltzer; "Old Lamps and New in China," by J. O. P. Bland; and "Cheap Coal, or Industrial Downfall," by J. Ellis Barker; while the "Men and Women of To-day" include Miss C. May Beeman, Mr. J. O. P. Bland, and H.H. the Prince of Monaco.

—* *—

THE LONDON PAVILION.

The second edition of "London, Paris and New York" goes merrily. The versatility of Nelson Keys and Violet Loraine is given full scope in a multitude of varied and clever scenes. Arthur Roberts, that old star of the music-halls, is very funny as a policewoman. This is certainly one of the shows a visitor to London ought not to miss.

—* *—

A rich sample of gold ore from the Crœsus mine, Ontario, has been received in London. Five pieces of ore weighing 85 lbs. altogether, contained over £2,000 worth of gold.

Mr. L. B. Beale, Hon. Trade Commissioner in Western Canada, with headquarters in Winnipeg, has arrived on a visit of three or four months' duration to the United Kingdom, accompanied by Mrs. Beale.

THE

SOLDIER SETTLEMENT BOARD OF CANADA.

Ex-Service Officers and men of the Imperial Forces desiring to take advantage of Canada's Soldier Settlement Land Scheme will in future make their application on their arrival in Canada to the Superintendent of the Soldier Settlement Board for the District in which they desire to settle.

Applicants will be required to satisfy the Board as to their general fitness and suitability.

MILITARY QUALIFICATIONS. They should take with them their Discharge Certificate or other documents showing evidence of service.

TRAINING. Settlers will be required to work on a farm in Canada to gain necessary experience before they can be qualified to take a farm of their own; this period shall not be less than one full year for those who have had farming experience in Great Britain, and two years in the case of those who have not so farmed.

FINANCIAL. Ability to bear the financial obligations during his training period, and applicants will be required to pay down 20% on the purchase price on land, stock and equipment purchased through the Board.

For further information relative to Canada apply to Superintendent of Emigration for Canada, 1, Regent Street, LONDON, S.W.1.

CANADA STEAMSHIP LINES.

Mr. Norcross on the Preferred Dividend.

A cable has just been received from Montreal stating that Mr. J. W. Norcross, President of the Canada Steamship Lines, in discussing the affairs of the company with Press representatives, pointed out that the condition of its assets placed the company in an excellent position to undertake any new financing as might be required. During the past few years the company purchased a number of very high class steamers, and to a large extent these were paid for out of earnings, and the result of recent examination showed that the company possessed about $10,000,000 of free assets, against which they might easily arrange financing to the extent of £1,000,000 sterling should it be thought desirable to do so.

In discussing the present financial condition of the company, Mr. Norcross said: "I do not see why people are worrying about the dividend on Canada Steamships Preferred stock being in danger. The declaration of the dividend is still nearly three months away. I have received a number of calls from various people during the past day or so, and have told them all the same thing. The Preferred dividend is not in danger, no matter what the street thinks and no matter what new financing we may have to do. Our passenger business this year is going to be equally as good as hitherto, and balance of other business is satisfactory. The Preferred dividend is not in any danger, of that I am certain."

—* *—

LINEN INDUSTRY IN CANADA.

Not many, perhaps, are aware of the quiet but steady progress that the linen industry has recently been making in Canada (says the Quebec *Telegraph*). Approximately 40,000 acres of fibre flax is being grown in Canada, and the Canadian market at the present time is able to absorb about ten times as much linen goods as are produced locally.

Already one big Irish linen manufacturing firm, the Brookfield Company, has announced its intention of establishing a plant in Canada, probably in Quebec, and to extend, as far as it can, the cultivation of flax for its own needs. It has now been fully demonstrated that not only can the raw material be most advantageously produced here, but that the finest linen damasks can be manufactured from Canadian grown flax. The Dominion Linens, Ltd., Guelph, who are the largest manufacturers in Canada, decided to install a modern flax spinning plant, which would complete the chain of linen manufacturers and make the business a purely Canadian one. A subsidiary company was organised under the name of Flax Spinners, Ltd., with the object of growing, retting, and spinning Canadian flax. This plant has been equipped with the latest modern dry and wet spinning systems. To secure the highest quality of linen yarn, workers were brought from Belgium, who were experienced in water-retting flax, similar to the finest Flemish and Belgian flax which is used for producing the highest grade linens. Dominion Linens, Limited, have now got the complete plant in operation, and are turning out fine damasks and all kinds of household linens, from flax grown in the vicinity of Guelph, water-retted under the most approved manner, and the goods turned out claimed to be equal in every respect to those made anywhere in the world.

When the industry was started in the early part of the century it was cheaper to purchase flax grown in Russia than to produce it in Canada, but the war cut off this supply and furnished the necessary impetus for increased cultivation of the raw material in this country. Here is another Canadian product for which the demand is now practically unlimited.

—* *—

Marconi's Wireless Telegraph Co., Ltd., restarted last Saturday their deferred (L.C.O.) service to Canada, Newfoundland, and the West Indies, which has been suspended since 1917. The cost of transmission by this route is less than that for a corresponding service by the cable companies.

Banking Service for Importers and Exporters

Our Branches in London, New York City, Montreal, Toronto and Vancouver are equipped with Foreign Exchange Departments and are prepared to finance and advise exporters and importers. Our direct connection with the Park-Union Foreign Banking Corporation, which has Branches at *Paris, Yokohama, Tokio, Shanghai, San Francisco*, etc., enables us to serve efficiently all who desire to finance international transactions.

Letters of Credit and Travellers' Cheques issued available in all parts of the world.

UNION BANK OF CANADA

HEAD OFFICE—WINNIPEG. Incorporated 1865.

LONDON OFFICES: 6, Princes Street, E.C.2, 26, Haymarket, S.W.1.

TOTAL ASSETS (30th November 1920) $169,205,445.

THE NATIONAL BANK OF SCOTLAND LIMITED

ESTABLISHED 1825. Incorporated by Royal Charter and Act of Parliament.

Subscribed Capital, £5,000,000. Paid-up Capital, £1,100,000. Reserve Fund, £1,000,000.

Head Office: EDINBURGH. London Office: 37, NICHOLAS LANE, LOMBARD STREET, E.C.4.

WILLIAM CARNEGIE, General Manager; GEORGE A. HUNTER, Secretary. T. C. RIDDELL, Manager; DUGALD SMITH, Assistant Manager.

The Agency of Colonial and Foreign Banks is undertaken, and the Acceptances of Customers residing in the Colonies domiciled in London retired on terms which will be furnished on application.

CANADIAN SECURITIES.

Prices of Canadian Securities active in London during the week previous to going to press.

p.c.

Government.

Alberta.—4½ p.c. Reg., 1945, 76.
Canada.—3½ p.c. Reg., 1909-34, 74½; C.P.R. 3½ p.c., 1938, Reg., 70⅞; 3½ p.c. Reg., 1930-50, 65½; 4 p.c. Stock, 71½; C.P.R. 3½ p.c., 1938, 70⅝; 4½ p.c., 1920-25, 92⅜.
Manitoba.—4 p.c. Reg., 1950, 76½; 5 p.c. 1933, 92½; 4 p.c., 1947, 75½.
Nova Scotia.—3½ p.c. Red., 1954, 62½; 4½ p.c., 1954-64, 70½.
Ontario.—4 p.c. Reg., 1947, 85⅛; 4½ p.c. Reg., 1945-55, 88.
Quebec.—4½ p.c. Reg., 1954, 77; 4 p.c., 1933, 87¼; 4 p.c., 1934, 87½.
Saskatchewan.—4½ p.c. Reg., 82.

Municipal.

Calgary.—5 p.c. Debs., 1933-44, 85½.
Edmonton.—5 p.c., 74; 5 p.c., 1932-52, 85½; 5 p.c., 1923-33, 88⅜; 5 p.c., 1923-53, 79½; 5 p.c., 1953, 79½.
Fort William.—4½ p.c., 1925-41, 99⅜.
Lethbridge.—4½ p.c., 77.
Montreal.—3 p.c. Perm., 50½; 4 p.c., 1948-50, 64½; 4½ p.c., 1951-3, 74⅜; Maisonneuve 5 p.c. Debs., 1952-3, 95⅛.
Moose Jaw.—5 p.c. Debs., 1954-3, 77.
New Westminster.—4½ p.c., 1931-62, 62.
Quebec.—3½ p.c., 61¼; 4½ p.c., 1965, 85½.
Regina.—5 p.c., 1945-63, 85¾.
Saskatoon.—4½ p.c., 1941-61, 72½; 5 p.c., 1941-61, 79½.
S. Vancouver.—4 p.c., 1961, 58½.
Toronto.—4 p.c., 1922-8, 87-4½ p.c., 1929-30, 4 p.c. 1944-8, 68; 4 p.c., 1908, 75.
Vancouver.—4 p.c., 1931-9, 62½; 4 p.c., 1959-12, 65.
Victoria.—4 p.c., 1962, 62; 4½ p.c., 1962, 65½.
Winnipeg.—4 p.c., 1921-9, 75; 4 p.c., 1940-51, 4 p.c., 1940-60, 74; 4½ p.c., 1945-55, 80½.

Railways.

Alberta & G. Waterways.—5 p.c., 80½.
Atlantic & St. Lawrence.—6 p.c., 75½.
Buffalo & Lake Huron.—6 p.c. 1st Mort., 87.
Can. Atlantic.—4 p.c., 69½.
Can. Northern.—Ord. 5 p.c., 65; 4 p.c. 62; 4 p.c. Pref., 55; 4 p.c. Deb. Stk., 74; 4 p.c. 72-4 p.c. 75; 4 p.c. 90-4 p.c. Perp. 84-4 p.c. Land 90; 4 p.c. 1944, 78; 5 p.c. Ins. Certs., 97-4 p.c. Mtge. 97; 5 p.c. Notes, 1921, 97½; Western 4 p.c. 84; Can. Pacific.—4 p.c. Non-Cum. Pref., 66-4 p.c. Perp. 65; Algoma 5 p.c., 81; 5 p.c. Notes, 1930, 120½.
Edmonton Dunvegan.—4 p.c., 1942, 65½.
Grand Trunk Pacific.—4 p.c. Branch Sask., 84½; Alta., 82; 3 p.c., 1962, 63¼; 4 p.c., 1955 A, 61; 4 p.c., 1955 B, 60; Lake Superior 4 p.c., 67½; 4 p.c. Debs., 58.
Grand Trunk.—85; 4 p.c. Guar., 54½; 5 p.c. 1st Pref., 40; 5 p.c. 2nd Pref., 30½; 4 p.c. 3rd Pref., 12; 2nd Eqpt. 6 p.c., 96; Borrd. Perp., 74½; Perp. 4 p.c. Cons., 55½; Gt. West. Borrd. Cap. 5 p.c., 70½; 6 p.c. 3-yr. Notes, Oct., 96; Western 4 p.c., 58
Gt. Northern.—4 p.c., 84.
Ont. & Quebec.—5 p.c. Perm., 79.
Pac. Gt. Eastern.—4½ p.c., 84.
Quebec & Lake St. John.—4 p.c., 55⅜
St. Lawrence.—4 p.c., 59½.

Financial, Land, etc.

Anglo-Newfoundland.—8 p.c. 2nd Mort., 107
Bk. of Montreal.—45½.
Can. N. West Land.—34½.
Can. Land & Irrigation.—2 6
Hudson's Bay.—5 29/32; 5 p.c. Pref., 79-4½
Royal Bk. of Can.—44
San Antonio.—6 p.c. Bds., 18½.
Trust & Loan of Can.—12/5½
Western Can. Inv.—5 p.c. Pref., 9 9
Western Can. Land.—5 p.c. Debs., 29. Com., 7½d

Electric Power and Traction

Brazil Traction.—Ord., 35½; 6 p.c. Pref., 74.
B.C. Elect.—Def. Ord., 52; 5 p.c. Cum. Perp. Pref., 54; 4½ p.c. Debs., 66½.
Calgary Power.—5 p.c., 71½.
Can. Gen. Elect.—Com., 122½.
Cities Service.—6 p.c. Pref., 32½.
Elect. Dev. of Ont.—5 p.c., 105½.
Montreal Water.—4½ p.c. Perp., Lien, 80.
Montreal St. Rly.—4½ p.c., 1922, No. 1, 4,600, 106.
Quebec Rly. L. & P.—5 p.c. G. Bds., 1939, 70½.
Shawinigan.—Cap. 115; 5 p.c. Bds., 112½.
Toronto Power.—4½ p.c., 74½.
Toronto Suburban.—4½ p.c. Debs., 49.

Iron, Coal and Steel.

Can. Steel.—6 p.c., 96½.
Can. Vickers.—6 p.c., 77½.
Dom. Iron & Steel.—5 p.c., 74
Dom. Steel Corp.—40½.
Steel Co. of Can.—6 p.c., 105½.

Mines.

Kirkland Prop.—10/7½.
Le Roi No. 2.—3/1½.
Mining Corp. of Can.—3 10⅝.
Mond Nickel.—25; 7 p.c. Cum. Pref., 17 6; 7 p.c., Non-Cum., 15

Miscellaneous.

Brit. Controlled Oilfids.—Com., 6; 7 p.c. Non-Cum. Pref., 6 6.
Bell's Untd. Asbestos.—28 9
Can. Steamship.—Com., 29½; voting, 28½.
Can. Pac. Lumber.—6 p.c., 16
Can. Western Lumber.—5 p.c., 56½
Can. Western Natural Gas.—5 p.c., 45½.
Cockshutt Plow.—7 p.c., 64.
Columbia Westn. Lumber.—6½ p.c. Pref., 12.
Furness Withy.—21/10½; 5 p.c. Pref., 65⅛
Imp. Tob. of Can.—16 6; 6 p.c. Pref., 16/3.
Marconi of Can.—6 1
Penmans.—5 p.c., 100⅜.
Riordon Pulp.—6 p.c., 95.
Spanish River.—7 p.c., 88; 6 p.c. S.F.G., 95.

—* *—

WINNIPEG'S FIRST FUR AUCTION.

More than $50,000 was realised for some 162 lots of fur offered for sale on March 14 at the first fur auction held in Winnipeg, under the auspices of the recently organised Winnipeg Fur Auction Sales Company.

Rats ranged from 84 to 90 cents for fall and winter skins, while spring rats brought from $1.13 to $1.60. Mink brought from $3.50 to $10; lynx from $14 to $25; beaver, $15 to $18.50, with $25.50 for dressed skins; there was a strong demand for wolf skins of all kinds, with the prices ranging from $5 to $15.50 for one fine specimen of a timber wolf, but the general average was from $8 to $9; fisher brought from $25 to $30, and marten from $22 to $32.50; otter from $21.50 to $25, but most of these furs were included in mixed lots. Bear brought from $3 to $10, weird and uncanny lynx $5 cents for small skins to 60 cents for extra large, with one lot bringing 15 cents and a small lot of brown and grey 5 cents; badger from 50 to 65 cents; skunk from $2.50 to $3; the silver, black and cross fox offered were of poor quality and prices were: Silver from $50 to $70; one bear, $100; a cross fox $50 and red fox from $8 to $15.50.

A larger sale is to be held this month.

* *

Merchants Bank of Canada. The London office has received cable advice that the directors have declared the usual regular dividend of 3 per cent. actua. together with a bonus of 1 per cent., payable on May 1, 1921. This is a similar dividend and bonus to that declared at this time last year.

Canadian Finance.

Weekly Reports from Our Own Correspondents.

THE LONDON MARKET.

Stock Exchange Settling Days:—

Consols Account Day, Tuesday, May 3

Ticket Day.	*Pay Day.*
Wed., April 27.	Thurs., April 28.

THROGMORTON STREET, Tuesday.

Business on the Stock Exchange during the past week has been restricted, and the tone hesitating owing to labour developments, but there has been no pressure to sell, and underlying conditions have been quite stable. Since the week-end quotations have braced up moderately on the resumption of negotiations for a settlement of the coal strike and the temporary withdrawal of the threatened extension of the strike to the railway and transport workers. At the same time there is no disposition to be unduly optimistic of an early termination of the labour strain, and in any case the Throgmorton Street view is that it is best to achieve a clear understanding regarding the general re-establishment of wages on an economic basis even at the cost of temporary inconvenience.

Gilt-edged issues keep hard, and the Government's decision to revive the practice of sale of Treasury bills by tender is liked, as indicating a termination of official control of the money market, and the reversion to a policy of monetary control by the Bank rate. Home Rails after fluctuation are slow, with a waiting attitude. South American Rails have been checkered, and net changes are rarely important. In the foreign market Continental loans have held steady, and there has been recurrent support for Far Eastern loans, while South American loans have been good in places. In the mining market, the South African groups have been inclined to go better, and oil shares are in a more confident temper. Rubbers remained idle, and industrials are reserved in view of labour uncertainties, but not without steadiness of undertone.

Among Canadian securities business has been light, and the tone mostly steady. Among the gilt-edged issues the Fours hold at 72, but the 4½ per cents. have reacted a point to 92. Municipal loans usually maintain previous levels.

In the railroad group Canadian Pacifics remain around 143, but Grand Trunk issues have been heavy on the check to the arbitration proceedings owing to the Dominion Government's demand for control of the system forthwith prior to further financial assistance to the company. The Guaranteed Fours have given way 5 to 55½, and there are other falls ranging from fractions to 2 points. Grand Trunk Pacific debentures at 37½ are 5 down.

Among land shares Hudson's Bays have seesawed, but on balance are rather better at 5⅞. Lower-priced shares have hardly moved, but Canada Land and Irrigation rallied sharply on the results of the new Debenture issue.

The industrial group has been checkered. Dominion Steels have receded 3 to 47, and Lake Superiors at 8½ are 2½ down. Canadian Car Common is unchanged at 36½, but the Preference at 73½ has lost 3. Canada Cements hold steady at 64½, while the Preference at 103½ is 3 higher. Canadian General Electrics are unchanged at 124. Spanish River Pulp, Pref. at 89½ is rather higher after allowing for the dividend deduction.

Brazil Tractions, though over lowest, have lost a point on balance at 55. Mexican Traction issues have been steady, and Mexican Light & Power 1st bonds at 62 are 2½ up.

Canadian silver mining shares have kept in the background. In the oil section British Controlled Prefs. have rallied a little with the rest of the market.

—* *—

OUR MONTREAL LETTER.

MONTREAL, March 31.

Since the Easter holiday markets have continued in the same dull condition as characterised them last week. The most active stock has been Abitibi, which, following the announcement that, commencing with the dividend payable April 15, the dividend on the Common stock will be reduced to $1 per quarter instead of $1.50 as hitherto, sold down several points on Tuesday. Yesterday, however, some small portion of this decline was recovered. Riordon, after declining a couple of points on Tuesday, was remarkable yesterday for its very marked fluctuations on comparatively small transactions. Opening at 110 it sold down at one time as low as 104, but recovered again and closed the day at 110 bid. It is reported that the Riordon Company has completed its arrangements for new financing, which will altogether run into approximately $6,000,000, most of which will be placed with Canadian financial firms. It is understood also that as soon as the legal requirements have been fulfilled the exchange of shares will take place, and the new stock, both Preferred and Common, will then soon be included in the Montreal official list.

Yesterday a rather improved trend was apparent throughout the general list of stocks. A feature of strength was supplied by some of the Cotton stocks, noticeably Dominion Textile, which, after gaining 2 on the previous day, came in for a sharp rise of 7 points yesterday. On neither day was the dealing in the stock at all extensive, and the rise, which was accompanied by rumours of a possible bonus declaration, suggests that the floating supply of the stock is not [illegible]. Montreal Cottons and Penmans also showed strength, each improving 2 points. The Steel stocks have been quiet. Steel Co. of Canada showing no change, while Dom. Steel Corp lost yesterday the fractional advance it made on Tuesday. Reports indicate that at the Scotia annual general meeting, which was held at New Glasgow N.S., on Wednesday, a general attitude of confidence in the company was expressed.

An announcement from New York that four important Western American copper companies have suspended operations owing to conditions in the copper market, has turned some attention towards the Coast Mining and Smelting Co., which must also be affected by copper conditions though the diversified nature of its activities makes its position much better than that of the United States companies alluded to. Still, as no resumption of dividends has been announced, it be presumed that the survey of inventory values at the end of 1920 has not been sufficiently encouraging to warrant such action.

The financial statements of the Ames-Holden-McCready Co., and of the Felt and Tyre Subsidiaries show that in the case of each of the three companies the result of operations in 1920 was a deficit, this being very heavy in the case of the parent company.

Among prices current at the close of business yesterday, Abitibi was 40, Pref. 86 xd; Asbestos 75¼, Pref. 90; Brompton, 34½; Can. Car Pref., 66¼ xd; Cement 60, Pref. 91½; Can. Gen. Elec., 112¼; Can. Steamships 30, Pref. 65 xd; Smelters, 18; Dom. Canners, 29; Dom. Steel, 45¼ xd; Dom. Textile, 121 xd; Hillcrest Collieries, 60; Lake of the Woods, 148; Laurentide, 85½ xd; Mont. Cottons, 78; Mont. Power, 82; Ogilvie Pref., 101; Penmans, 99; Quebec Railway, 27; Riordon, 108; Shawinigan, 104¾ xd; Span. River 75, Pref. 84; Steel of Can., 60; Toronto Railway, 68; Wabasso Cotton, 50 xd. Among the Bank stocks Commerce is 187; Merchants, 179; Montreal, 204; Nova Scotia, 256 xd; Royal, 202, Union, 155.

The issue of $1,500,000 5-Yr. 6 p.c. bonds for which the Province of Nova Scotia recently asked for tenders, has been secured by a syndicate of Montreal, Toronto and New York houses, including Messrs. Wood, Gundy & Co., whose bid was at the rate of 102.987 per cent.

—* *—

P. Lyall & Sons Construction.—A dividend of 2 per cent., less tax, has been declared on common stock for quarter, payable April 11.

Cockshutt Plow.—A dividend of 1 per cent. has been declared on preference stock, payable May 1 to holders of record in Canada, March 31.

Canadian Explosives.—A dividend of 1¾ per cent. has been declared on the 7 per cent. cumulative preferred shares for the quarter ended March 31, payable on April 15.

Imperial Bank of Canada.—In addition to the regular quarterly dividend of 3 per cent., a bonus of 1 per cent. has been declared, as last year.

Robert Simpson Company. — Accounts to February 2 show net earnings $1,052,231, making available, with balance brought forward, $2,741,745. Dividends amounting to 11½ per cent. have been paid; $212,000 to war tax reserve; $100,000 to reserve for bonuses, etc., $1,845,495 forward.

NATIONAL TRUST COMPANY, LTD.

HEAD OFFICE: TORONTO, CANADA.

BRANCHES:
Montreal, Winnipeg, Regina, Saskatoon, Edmonton.

Executor and Trustee.

Paid-up Capital - £410,958 18 2
Reserve Fund - £410,958 18 2
Assets under Administration £19,395,350 9 4

Acts as Agent for clients and corporations and has exceptional facilities for investing British and Foreign Funds in carefully selected First Mortgages on Farms and improved City properties in Canada.
Guaranteed Trust Investments.

Correspondence invited.

28, Bishopsgate, London, E.C.2 — A. L. NUNNS, London Representative.

Bankers:—
Bank of Scotland. — Canadian Bank of Commerce.

THE MERCHANTS BANK OF CANADA

ESTABLISHED 1864. — *Head Office: MONTREAL*

Capital Paid Up, $10,029,622.

Total Deposits (30th Oct. 1920) - $170,000,000.

Special attention given to Canadian and American collections. Letters of Credit and Drafts issued, and available at any banking point in Canada. Cable Transfers can also be made.

BOARD OF DIRECTORS.

Lieut.-Col. Sir H. Montagu Allan, C.V.O., *President.*
A. J. Dawes, Esq., *Vice-President.*

Sir F. Orr Orr-Lewis, Bart. — T. Ahearn, Esq.
Hon. C. C. Ballantyne. — Lieut.-Col. J. R. Moodie.
F. Howard Wilson, Esq. — Hon. Lorne C. Webster, Esq.
F. Robertson, Esq. — E. W. Kneeland, Esq.
G. L. Cains, Esq. — Gordon M. McGregor, Esq.
A. B. Evans, Esq.

D. C. Macarow, *General Manager.*
T. E. Merrett, *Superintendent of Branches and Chief Inspector.*
W. A. Mehlrum, *General Supervisor.*
Montreal Branch J. D. G. Kippen, *Manager.*

Reserve Fund and Undivided Profits $9,475,585

Total Assets (30th Oct. 1920) - $209,000,000.

Special Department at Montreal gives manufacturers and merchants opening up in Canada all information regarding Water Power, Sites, Tariffs, etc.

399 BRANCHES IN CANADA. **COMPLETE BANKING SERVICE OFFERED.** **INTEREST PAID ON SAVINGS BANK DEPOSITS.**

LONDON OFFICE: 53, CORNHILL. **J. B. DONNELLY, D.S.O., Manager.**

INVESTMENT NOTES.

The report of Ames-Holden McCready, Ltd., for 1920 is probably even more disappointing than will have been expected by many of the shareholders, though the current market valuation of the securities has been sufficient warning that only a very discouraging position could be disclosed. In the course of his report to the shareholders, the president of the company states:—

"The business of your company progressed favourably until the end of April. At that time, there commenced the most difficult and trying period in its whole history. Never was there a sharper or more sudden slump in prices; never a quicker drying up of demand for its product. Cancellation of orders with cessation of retail buying all worked to produce by early summer a condition of almost complete stagnation in our industry, beyond that in any other. All leather footwear manufacturers, great and small, both in Canada and the United States, suffered tremendously."

In consequence of these conditions the company's leather footwear factories were completely closed down for most of the year, and manufacturing operations were confined to rubber footwear. The result of the year's operations was a loss of $110,501, without making any allowance for depreciation. After all deductions, including interest payments, allowances for bad debts, loss on sale of fixed assets, and bond discount, and three quarterly payments of Preferred dividends, there was a deficit of $639,836 for the year, which contrasts with a profit surplus of $176,150 at the end of 1919, in which year also $127,921 was allowed for depreciation and $25,000 for contingencies. This reduced to $352,518 the surplus of $992,354 shown by the company at the end of 1919. But owing to changed conditions in the industry it was necessary to write down the value of inventories by $822,768, and, taking this into account, the position is that the credit balance of nearly $1,000,000 at the end of 1919 was by the end of 1920 changed into a debit balance of $470,250.

* * *

Turning to the balance-sheet, the impairment of the company's working capital position is apparent. Accounts and bills receivable are nearly $400,000 less than at the end of 1919 and cash is about $35,000 less, and among the liabilities, though accounts payable have decreased by about $72,000, bank loans and bills payable have increased by not far short of $1,200,000, to the considerable total of $2,791,185. This indicates clearly the necessity for the issue of $2,000,000 7 per cent. second mortgage bonds, which was recently authorised by the shareholders, and the proceeds of which are to be applied to the company's accounts and bills payable and to provide for the conversion of the $375,000 second mortgage debentures which will mature on August 1 this year.

* * *

The effect of 1920, therefore, has been to plunge the company back again into the involved financial condition from which it seemed, at the end of 1919, to have at last emerged. As to the future, the president reports that a strong demand for seasonable leather shoes is keeping the factories working almost to capacity, and that the normal demand for regular lines of footwear is slowly recovering. It is permissible even without undue optimism to expect this improvement to continue, and in view of the courageous facing of the situation represented by the drastic writing down of inventories alluded to above, the company may be expected to benefit accordingly. But it is probable that the Preferred shareholders, who a year ago were hopefully regarding the 35 per cent. of arrears of dividends as an asset for early realisation, are now in for another long wait even for a resumption of current dividends, especially as by the new issue of bonds the fixed charges of the company will be increased by some $117,500 per annum.

* * *

Like those of the parent company, the operations of both the tyre and felt subsidiaries of the Ames-Holden Co. during 1920 resulted in deficits, the deficit in the case of the Ames-Holden Felt Co. being $7,227, and of the Tyre Co. $46,542, this in both cases being after bond and other interest charges had been provided for. Neither of these new companies, which obviously suffered from the untoward trade conditions, were of any support to their parent, though, on the other hand, it does not seem that they have added to its burdens. The tyre company is now stated to be actively engaged in filling orders for tyres, rubber boots, etc., and the demand for tyres is reported to be sufficiently urgent to oblige the company to consider plans for the enlargement of its plant. The felt company seems to have been hard hit by the collapse of the wool market, owing to which orders filled late in the year brought little profit to the company. An improvement in demand is reported by this company also, and if this continues, the advantage of the joint sales organisation, which was one of the advantages advanced when these companies were formed, may be of real benefit to the three companies during the current year.

* * *

The earnings and expenses figures of the Brazilian Traction, Light and Power Co. for February, published a few days ago, make interesting reading for those who hold shares of the big company. Gross earnings, in local currency, for the month show, as usual, the big increase over those for the same month of the previous year, which those who follow the fortunes of the company have learned to expect of it. But operating expenses, though still moderate, have also been increasing, so that a gross increase of 2,560,000 milreis for the month is reduced to a net increase of 695,000 milreis. Until recently the company's operating expenses ran at the very low ratio of under 50 per cent. of gross earnings. That the company is not immune from the rising costs which have so noticeably affected other traction companies is shown from the fact that while in February, 1920, the ratio of operating expenses was under 47 per cent., the ratio for February, 1921, was about 52.4 per cent. Still, for January and February of this year the aggregate net earnings were 11,896,000 milreis, and it is, perhaps, interesting to look back and note that this figure represents an increase of rather more than 50 per cent. in comparison with the net earnings for January and February, 1917, in March of which year the last quarterly dividend payment of 1 per cent. was made. But, alas! the condition of the exchange between Rio and London robs the shareholders of the benefit which should, under normal conditions, have accrued to them from this great increase of earning power. In the early part of 1917 the milreis was worth about 12d., being then 4d. below the pre-war normal rate. Lately the London exchange for the milreis has been well under 9d., a rate quite prohibitive of any avoidable transmission of funds.

* * *

Some time ago the Government of Saskatchewan set an interesting and valuable example to other Provinces by passing a measure, known as the "Sales of Shares Act," under which companies which desire to sell their shares in the Province must apply to the Local Government Board for a certificate, which may be withheld if the Board concludes that the shares of the applying corporation do not offer a reasonable chance for the share buyer to make profits or to protect his own interests. Among a number of applications received by the Board last year certificates were refused to the following companies:—L. R. Steel Co. (Incorporated); Gregory Tyre and Rubber Co., Ltd.; Pan Extension Gold Mines; Kootenay Pulp and Paper Co., Ltd.; Western Life Assurance Co.; Mutual Finance Co.; Copper Lode Exploration Co., Ltd. British Columbia is considering more stringent legislation in order to curb the activities of wild-cat promoters, and other Provinces have shown themselves alive to the necessity.

—* *—

EXPORT OF CHILLED MEAT.

"Pat" Burns Against Shipping Cattle on the Hoof.

Mr. P. Burns, of P. Burns & Co., Calgary, who has been shipping to England and Europe more or less extensively for the past thirty years, discussing with a representative of the *Montreal Gazette* the export meat trade generally, and its importance in bringing money back to Canada, said that the opportunities found in the grazing and meat producing capacities of the country were being generally recognised, and that there was an ever-growing development of the industry.

Since the war, Mr. Burns pointed out, there had been no shipments of live cattle to England, all the meat during the war period having been exported in the frozen state, with the facilities for shipping which the exigencies of war conditions placed at their disposal.

In this connection Mr. Burns remarked that it was the absence of the right sort of shipping facilities, in normal times, that explained the practice of shipping cattle in the live state, the carriage of frozen meat requiring special refrigerator equipments which were not provided for in the Canadian trade, as they were in that of South America. He intimated his opinion that this was the right way to ship, remarking that from 15,000 to 20,000 carcases of beef could be handled in one shipment where the meat was frozen, whereas the ordinary cargo, in the live cattle carrying trade, ranged from 500 to 1,200 head. He predicted that the shipping of cattle on the hoof would be superseded in Canada by the system of transportation in the dressed state within the next ten years, the matter being dependent upon the introduction of the right kind of refrigerator ships. The coming of these conditions, he suggested, would mean the establishment of large abattoirs at Eastern terminals, where the cattle would be slaughtered and prepared for shipment across the water.

* *

Later reports express hope that, contrary to earlier expectations, the Newfoundland sealers will have a successful season, a big herd of seals having been struck.

The Records Department, Soldiers' Civil Re-establishment, Ottawa, announces that there are 192 medals and honours, including several D.C.M.'s and M.M.'s with Bars, the winners of which they are unable to locate. With these exceptions, 31,744 medals and honours have already been forwarded to Canadian soldiers.

THE CANADIAN BANK OF COMMERCE

PAID-UP CAPITAL $15,000,000 — RESERVE FUND $13,000,000

Head Office: TORONTO.

SIR EDMUND WALKER, C.V.O., LL.D., D.C.L., President.
RT. HON. SIR THOMAS WHITE, K.C.M.G., Vice-President. | SIR JOHN AIRD, Vice-President and General Manager.
H. V. F. JONES, Assistant General Manager.

Over 520 Branches throughout CANADA and NEWFOUNDLAND.

FOREIGN BRANCHES.

BARBADOS.....Bridgetown. CUBA.....Havana. JAMAICA.....Kingston.
MEXICO.....Mexico City. ST. PIERRE et MIQUELON.....St. Pierre.
TRINIDAD.....Port of Spain.
UNITED STATES.....New York, San Francisco, Portland (Oregon), and Seattle.

Agents in all the principal cities of the United States.

LONDON OFFICE - - - 2, LOMBARD STREET, E.C.3.
CHARLES CAMBIE, Manager. A. R. PHIPPS, Assistant Manager.

THE DOMINION BANK.

Head Office: TORONTO.

Capital and Reserve Fund - $13,000,000
Total Assets - - - $139,000,000

SIR EDMUND B. OSLER, President.
CLARENCE A. BOGERT, General Manager.

LONDON BRANCH: 73, CORNHILL, E.C.3
S. L. JONES, *Manager.*

A Foreign Exchange Department is conducted at which all enquiries as to Canadian, United States, and other Exchanges will be courteously answered. **Cable or Mail Transfers** effected to, and **Accounts Opened** at any of the Bank's complete system of Canadian branches. **Deposits Received** at interest. **Travellers' Credits Issued. Orders Executed** on the London, Canadian, and New York Stock Exchanges.

New York Agency - 51, Broadway.

ROYAL BANK OF SCOTLAND

Incorporated by Royal Charter, 1727.

Paid-up Capital - - - £2,000,000
Rest and Undivided Profits - £1,082,276
Deposits - - - - - £39,114,127

Head Office - ST. ANDREW SQUARE, EDINBURGH.
Cashier & General Manager: A. K. WRIGHT.
Secretary: J. B. ADSHEAD.
London Office - - - 3, BISHOPSGATE, E.C.2.
WM. WALLACE, Manager.
Glasgow Office—
ROYAL EXCHANGE SQUARE & BUCHANAN STREET.
THOMAS LILLIE, Agent.

172 BRANCHES THROUGHOUT SCOTLAND.

Banking Business of every description transacted. Deposits received at interest repayable at call or at notice. Drafts, Circular Notes, Letters of Credit and Cable transfers issued — available throughout the world. Foreign Exchange. Accounts opened and Agency business undertaken for Foreign and Colonial Banks and other financial establishments. Correspondence invited.

"CANADA" SUBSCRIPTION RATES.

INCLUDING POSTAGE AND QUARTERLY INDEXES.

	Per Annum.	6 Months.	3 Months.
The United Kingdom	35/6	20/6	10/3
Canada or Newfoundland - - - -	$7/6 or $9.	21/6 or $5.20	10/9 or $2.60
All Other Countries -	39/6	22/6	11/3

Cheques and P.O. Orders payable to THE CANADA NEWSPAPER CO., LTD.

To the Publisher of "CANADA," 110, St. Martin's Lane, London, W.C.2.
Please send me a copy of "CANADA" weekly, commencing with next issue, for 52 weeks, for which I remit £

Name _____

Address _____

In connection with export trade matters, "Canada's" Trade Enquiry Department will be pleased to furnish, as far as possible, information desired by Canadian manufacturers. This department is in touch with the buying community, and is in a position to render service on points of difficulty that confront many Dominion producers. Communications, which will be treated in confidence, should be marked "Trade Enquiry Department."

BANK OF MONTREAL. EST. 1817

Paid-up Capital $22,000,000. Rest $22,000,000. Undivided Profits $1,251,850. Total Assets (Oct. 30, 1920) $560,150,812.

BOARD OF DIRECTORS.

SIR VINCENT MEREDITH, BART., *President.*
SIR CHARLES GORDON, G.B.E., *Vice-President.*
LORD SHAUGHNESSY, K.C.V.O.
D. FORBES ANGUS, Esq.
HAROLD KENNEDY, Esq.
COL. HENRY COCKSHUTT.
SIR LOMER GOUIN, K.C.M.G.
R. B. ANGUS, Esq.
H. R. DRUMMOND, Esq.
LT.-COL. HERBERT MOLSON, C.M.G., M.C.
G. B. FRASER, Esq.
E. W. BEATTY, Esq., K.C.
C. R. HOSMER, Esq.
WM. McMASTER, Esq.
H. W. BEAUCLERK, Esq.
I. H. ASHDOWN, Esq.
GEN. SIR ARTHUR CURRIE, G.C.M.G., K.C.B., LL.D.

HEAD OFFICE, MONTREAL - SIR FREDERICK WILLIAMS-TAYLOR, *General Manager.*

Branches & Agencies throughout Canada & Newfoundland; also at New York, Chicago, San Francisco and Spokane in the United States, and at Mexico City.

LONDON OFFICES - - - 47, THREADNEEDLE STREET, E.C.2. 9, WATERLOO PLACE, PALL MALL, S.W.1

PARIS AGENCY: Bank of Montreal (France), 17, Place Vendome, Paris.

FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

London Committee:—SIR THOMAS SKINNER, BART., LT.-COL. F. R. S. BALFOUR, GEORGE CYRIL CASSELS, *Manager.*

The Bank has reciprocal arrangements with leading banks covering all countries, and is, therefore, in a position to offer favourable competitive rates for business in all parts of the world. With its numerous Branches it offers exceptional facilities for the transaction of a General Banking Business in Canada, Newfoundland, the United States, Mexico and France.

DOMINION OF CANADA

THE ROYAL TRUST CO.

EXECUTORS AND TRUSTEES

Capital Fully Paid $1,000,000. Reserve Fund $2,000,000.
Head Office, 105, St. James Street, Montreal.
Cable Address: "Royaltrust," Montreal.

BOARD OF DIRECTORS.

Sir Vincent Meredith, Bart., *President.* Huntly R. Drummond, Esq., *Vice-President.*
Hugh A. Allan, Esq. Sir Charles Gordon, G.B.E. William McMaster, Esq.
R. E. Angus, Esq. Sir Lomer Gouin, K.C.M.G. Lt.-Col. Herbert Molson, C.M.G., M.C.
Hon. C. C. Ballantyne, M.P. A. E. Holt, Esq.
E. W. Beatty, Esq., K.C. C. R. Hosmer, Esq. Sir Augustus Nanton.
C. W. Dean, Esq. Howard G. Kelley, Esq. Lord Shaughnessy, K.C.V.O.
Sir Frederick Williams-Taylor. H. B. Mackenzie, Esq., *General Manager.*

The Company undertakes for Executors, Trustees or Owners in the United Kingdom the management and realization of Assets in Canada, including payment of any taxes.

The Company acts as Agent and Attorney in the investment of moneys, care of securities, collection of dividends, rents, etc., etc., and the sale of properties.

BRANCHES THROUGHOUT CANADA.

Inquiries solicited. Reference may be made to the Bank of Montreal's London Branches for information regarding the Company.

THE BANK OF NOVA SCOTIA.

Established 1832.

GENERAL OFFICE, TORONTO, CANADA.

CAPITAL	**$9,700,000**
RESERVE FUND	**$18,000,000**
TOTAL ASSETS	**$240,000,000**

Special facilities are available to the public through the branches of this Bank for the transaction of business with Canada, Newfoundland, Cuba, Porto Rico, Dominican Republic, Jamaica, and the United States at Boston, Chicago, and New York.

329 BRANCHES IN ALL.

LONDON BRANCH, 55, OLD BROAD STREET, E.C.2. E. C. MACLEOD Manager.

A FARM HOME IN ONTARIO

Can be purchased Freehold for £15 to £20 per acre.

OWING to farmers wishing to retire, sons killed in the war, and similar personal reasons, fine established and fertile farms are frequently coming into the market in Ontario, and can be purchased by practical farmers on easy terms. These farms are near schools, markets, neighbours, cities, and the conveniences of civilisation, and are fully equipped and in working order.

The Agent-General for Ontario will be glad to advise, by interview or correspondence, farmers and countrymen who wish to take up farming in Ontario.

Experienced Farm Workers and Domestic Servants are wanted. Situations guaranteed to approved applicants.

For information and free booklets apply:—

Agent-General for Ontario,
163, Strand, London, W.C.2.

(Mark letters "Personal.")

WHEN IN CANADA

You will find the Managers and Staffs of our Branches willing and ready to help you in your banking transactions. They will be pleased to have you call on them.

We have over 600 Branches covering Canada from Atlantic to Pacific, and there is a Savings Department at every Branch.

THE ROYAL BANK OF CANADA.

DEPOSITS OVER 470 MILLION DOLLARS.

OVERSEAS BOOKING OFFICES.

FOR INFORMATION & WORLD-TRAVEL TICKETS.

J. JACKSON & SONS,

7 & 8, Charing Cross, S.W.1, or 1 & 2, Gracechurch St., E.C.3, LONDON.
18, Chapel St., 9, James' St., or 19, Water St., LIVERPOOL.
7 & 8, Oxford St., or Bank Chambers, Canute Rd., SOUTHAMPTON.
3, Millbay Road, PLYMOUTH.

Official Booking Agents for the Principal Steamship Companies and Railway Companies.
Money Exchangers.

Is "Canada" in your local library or reading room? If not—why not?

"MADE IN CANADA." Are you watching this feature in "The Canadian Export Pioneer"? There are business opportunities in it.

The CANADIAN EXPORT PIONEER, 17, Martin's Lane, London, W.C.2
Annual Subscription, 10/-, post free.

Banking and Finance.

Grand Trunk Arbitration Deadlock.

In the circumstances it is not surprising that the latest developments in connection with the Grand Trunk Railway and its subsidiary have created a good deal of anxiety in the minds of the holders of the various securities. A new situation has arisen from the demand of the Canadian Government to assume full control of the system on April 9, and this has necessitated the presence in London of the president of the Grand Trunk Railway, Mr. Kelley, and the company's counsel, Mr. Phippen, K.C., who naturally desire a conference with the directors on the regrettable deadlock which has resulted. But because affairs have drifted into an impasse there is no justification for the wild talk of "Canadian default" which has appeared in some of our contemporaries. The situation is undoubtedly a delicate one and will need careful handling on both sides, but it is not such as to justify the gloomy forebodings which have been current as to the intentions of the Canadian Government. As we have said repeatedly in these columns, we refuse to believe that the Ottawa Cabinet would entertain for one moment the abandonment of the acquisition of the Grand Trunk system and its practical incorporation in the National railways system.

* * *

No Repudiation of Agreement.

The absence of the funds for the interest payments due April 1 has, of course, intensified the anxiety caused by recent events, but the Premier has made it quite clear that no more financial assistance will be given to the railway so long as it remains under the control of the company; but he made it equally clear that there was no objection to an extension of time for the completion of the arbitration. Whilst general regret will be expressed at such a decision, this is quite a different thing from "default." The well-informed correspondent of the *Times* at Toronto sends the reassuring information that "however the action of the Government may be regarded in Great Britain, it is certain that there is no thought of repudiation or violation of the agreement entered into with the Grand Trunk Board": and the Premier himself, in outlining the Government's policy on the question, admits that although the railway deficits were a disappointment, "they did not create a desperate situation," and that the National Railways had made a better showing during the past year than the railways in the United States. No one can deny that the latest developments have caused a very bad impression in the Mother Country, but we refuse to admit the possibility of an abortive outcome of the arbitration proceedings. The experience of the Mother Country in connection with the de-control of its own railways should make it charitable in its judgment of Canada, which is also suffering from conditions directly arising out of the war. We hope that moderate counsels will prevail on both sides and that the conference will lead to a better understanding between the Government and the company, an early resumption of negotiations, and a determination on both sides to reach a speedy solution of the knotty problems involved. In the meantime we counsel our readers not to be frightened out of their holdings because their interest may remain unpaid for a brief period—a factor which does not, of course, exist in the case of the junior securities.

* * *

An Attractive Canadian 6 per Cent. Municipal Bond.

A Canadian new issue in which some British investors might like to participate is the offer of $1,500,000 City of Montreal Protestant School District 6 per cent. bonds. These bonds, which are a trustee security in the Province of Quebec, and constitute a first-class Canadian gilt-edged investment, are offered at par, and thus show a clear yield to the investor of 6 per cent. Principal and interest are both payable in Montreal, and the issue is redeemable between 1925 and 1950. An interesting feature of this issue—which might be imitated with advantage in many cases in this country—is that applicants have the choice of no less than twenty-six different maturities, beginning with $25,000 each in 1925 and 1926, and then progressing on an ascending scale in the matter of repayment amounts, reaching $50,000 in 1936, $70,000 six years later, $80,000 in 1945, $100,000 in 1949, and $110,000 in 1950, the final year of redemption. Such a security hardly has a counterpart in the Mother Country, and it may therefore be of interest to note that the City of Montreal is compelled to retain in its hands out of the yearly proceeds of the City School Tax a sufficient sum to pay the interest and provide for the redemption of these bonds at maturity, a clause being embodied on the face of each bond to this effect, signed by the Treasurer of the City of Montreal. Those having funds at their disposal in Canada would, of course, be able to obtain more than 6 per cent. on their investment, as they would receive their interest in Canadian currency, and if they transferred the proceeds to this country receive the full advantage during the currency of the bonds of any advantage in the rate of exchange between the Dominion and the Mother Country.

* * *

Canada North-West Land Results.

In all the circumstances the heavy falling off in the land sales of that important enterprise, the Canada North-West Land Co., will hardly come as a shock to the stockholders. Actually the sales for 1920 amounted to 23,762 acres against 48,352 in 1919, the respective averages obtained being $17.60 and $16.02, and the aggregate totals $418,251 and $773,765. No town site sales were consummated in the year under review, but it is pointed out that in any event the liquidation of the company's town site holdings is rapidly nearing a conclusion. When the original British company was formed it acquired 2,200,000 acres, of this total the Canadian company took over 1,928,318 acres in 1893, and of this huge aggregate all that remained at the end of 1920 was 180,552 acres. It is stated that the balance outstanding of principal on farm lands sold at that date was $2,572,470, this amount, of course, carrying interest to the date of completion of payments. The amount derived from last year's land sales has, as usual, been carried to profit and loss account, this now aggregating $3,111,707, or within a thousand dollars or so in excess of the total at the corresponding period of 1919. Whilst it is, of course, impossible to forecast the actual amount that will ultimately accrue for distribution to the shareholders, each successive payment—the last was $5 in February last—brings the liquidation of the assets a step nearer the stage of finality in the history of this venerable Canadian land company.

* * *

British American Oil.

Amongst other Canadian enterprises engaged in the exploitation of oil in the Dominion is the British American Oil Co., which holds large areas of prospective oil-producing properties at Fort Norman and other points in Western Canada, where drilling operations are now in progress. According to a Toronto contemporary, Mr. S. R. Parsons, the president, attributes the recent activity in the shares of this company to the interest taken in it by permanent investors. This company is paying regular quarterly dividends at the rate of 8 per cent. per annum, and surplus profits made in the refining and marketing operations in Eastern and Western Canada are utilised in the development and expansion of the company's business. The capital is limited to Common shares, there being neither Preferred stock nor bonds. Whilst regarded as an investment, it is pointed out that the Common stock possesses speculative attributes owing to its oil areas at Fort Norman. Should the development of these result in the production of crude oil in commercial quantities, this would, of course, materially enhance the aggregate value of the company's assets, and as a natural corollary be reflected in the market quotation for the Common stock. In the meantime oil developments in the area in which the company is interested are to be vigorously prosecuted, and the results are anxiously awaited by those engaged in the exploitation of properties located in this region.

——* *——

INVESTMENT VALUES.

The monthly investment index figures of the British, Foreign, and Colonial Corporation, Ltd., show that, after making the necessary adjustments for bonus distributions, new issues of capital, etc., 100 standard investment securities of an aggregate value on December 31, 1918, of £2,991 millions, and on December 31, 1920, of £2,615 millions, had a market value on March 31, 1921, of £2,676 millions—a decrease of 10.5 per cent. on the quotations on December 31, 1918, but an increase of £56 millions, or 1.9 per cent., on the quotations on February 28, 1921. Taking the 1918 figures as 100, the percentage totals of the different classes of investments are as follows:—

	INDEX FIGURES.			
Type.	Dec. 1913.	Dec. 1918.	Feb. 1921.	Mar. 1921.
Gilt-edged	121.5	100	89.14	90.81
Investment (fixed interest) ..	114.1	100	90.05	90.46
Investment (varying interest)	117.4	100	79.84	81.96
Semi-speculative	101.3	100	82.56	86.23
Speculative	111.1	100	69.80	72.93
	118.34	100	87.58	89.47

The return adds that in contrast with the February figures, which in each case except that of gilt-edged showed a decline, the March investment record indicates a gain in each section, the smallest increases being in the safest groups and the largest in the semi-speculative stocks. In the latter a comparatively small number of transactions added £2½ millions to the value of Midland Railway Deferred and £3 millions to that of Great Western Railway Ordinary. In speculative shares the improvement was limited to 3 per cent.

ANSWERS TO CORRESPONDENTS.

N.B.—All letters asking for information or advice must contain an enquiry coupon from the current issue of "Canada," except when the enquirer is an annual subscriber.

Detailed replies by letter are not made except to annual subscribers. Non-subscribers desiring detailed or exhaustive replies by letter must enclose a P.O. for 5s., which will cover three questions.

Name and address must be furnished in every case. Copies should be kept of questions, and these should be numbered when more than one is asked.

Enquiries regarding investment matters should be marked "Financial" on the left-hand top corner of envelope.

ANGLO-CANADIAN.—A Senator must be a British subject, at least thirty years of age, possessed of real property, free of all encumbrances to the value of $4,000, and a resident of the Province for which he is appointed.

C. M. (Glasgow).—No woman or girl, not a member of a family, and travelling with the family, intending to earn her own living in Canada, is permitted to land without an emigration permit or letter issued by the Canadian Government emigration agent.

J. C. (Exeter).—Yes; we certainly consider the bonds in question to be a sound and attractive investment. For security there is the credit of the Province, which stands high. As to attractiveness, at the recent quotation of around 92½ the annual income yield is about 5.4 per cent., and as the bonds are repayable July 1, 1923, the capital increment then secured will represent about 8 per cent. on capital, or about 3.5 per cent. in addition.

C. L.—You could, of course, arrange for all your income from Canadian securities to be paid to one of the Canadian banks or Trust companies on your account, and then transmitted to you as and when you might arrange. In the case of bearer bonds all that would be necessary would be for you to send the coupons to your bank in Canada for collection. In the case of debentures and stocks registered in your name you would have to give instructions for the payment of interest to your bankers or other agents, and if you were on a London register of stockholders you would have to get your name transferred to the Canadian register. As a resident in Great Britain you would not be liable to Dominion income tax in Canada, but you would still be liable for British income tax.

INCOME.—The Dominion income tax is 4 per cent. on incomes up to $6,000; 8 per cent. on incomes above that amount. There is also a surtax on incomes over $5,000, which is 1 per cent. for the first $1,000, and more for further thousands, and also 5 per cent. of the combined normal tax and surtax is payable on net taxable income over $5,000. A single person is exempt up to $1,000 a year; but, if the person has dependents, then exemption can be claimed up to $2,000. Married persons are exempt from income tax up to $2,000 a year each. Allowance is made of $200 for each dependent child under eighteen, or who is incapable of self-support if over eighteen. Outlays for life insurance are not exempt in Canada, but the amount of an insurance policy paid over to the beneficiary is not taxed as income.

—* *—

Algoma Central & Hudson Bay Railway.—February earnings, $181,630; inc., $33,354.

Brazilian Traction, Light & Power.—Net earnings for February 5,679,000 milreis; inc., 696,000 milreis.

Canadian Northern Railway.—The directors announce that the earnings of the company for the half-year ended December 31, 1920, are insufficient to enable them to declare any interest to be payable on the five per cent. income charge convertible debenture stock, on May 2 next. No interest has been paid on the debenture stock since 1914.

Canadian Pacific Railway. — Holders of shares on the New York Register, since lending their shares to the Treasury, have become accustomed to receiving their dividends in sterling on the due date. Their shares having been recently returned by the Treasury, it is well they should bear in mind that their shares are now on the company's register in New York, and their dividends are no longer payable in sterling, but in dollars by warrant, payable in New York and due to be posted from New York on or about the due date. The warrants for the April 1 dividend were sent on board the *Lapland*, which sailed from New York on April 2

RAILWAY EARNINGS (Gross).

Ten Days Ending March 31.

Canadian Northern, $1,971,100; inc., $280,900.

Canadian Pacific, $4,824,000; dec., $1,008,000.

Grand Trunk, £422,798; inc., £11,610.

—* *—

BRITISH EMPIRE STEEL.

Amalgamation Agreement Approved.

The Dominion Steel Corporation and Nova Scotia Steel & Coal Company, approve the agreement to unite the two companies and the Halifax Shipyards as the British Empire Steel Corporation (says a cablegram from the Toronto correspondent of *The Times*, dated April 8). Holders of the common shares will exchange all their shares in the old companies for cumulative 7 per cent. Second preferred and common shares in the British Empire Corporation. It is expected that the new issue of shares will be completed, and that the amalgamation will take effect before the end of April.

With reference to the above, Col. Lorne Hamilton, secretary to the Advisory Committee in London, informs us that British shareholders will shortly be notified as to the medium through which the exchange of their holdings will be made in London.

—* *—

CONCERTS.

Francis Buckley is to give a vocal recital at the Wigmore Hall, on Monday, April 18, at 8.30 p.m. He will be assisted by Gladys van der Beeck, Daisy Tattersale (first violin), Susan Spain-Dunk (second violin), Alice Grassic (viola), and Marjorie Edes ('cella), with Hilda le Gros at the piano.

Ethel MacLelland (soprano), Ina Bosworth (violinist), G. O'Connor-Morris (pianoforte), and Henry Wilson (accompanist) are to give a concert at the Wigmore Hall, on Saturday, April 23, at 3.

—* *—

Colonial Bank.—The accounts for the half-year ended December 31, show a net profit of £80,236, exclusive of £36,579 brought forward. The directors set aside £22,800 for depreciation of investment, and £10,000 to staff pension fund, and propose a dividend of 5 per cent., less tax, a balance of £39,015 being carried forward

—* *—

The Western Union Telegraph Company announces that the deferred Transatlantic cable service between Europe and the United States, Canada, Australasia, and the West Indies, which has been suspended since 1918, has now been reinstated.

The Cunard liner, Laconia, was successfully launched last Saturday from Messrs. Swan, Hunter & Wigham Richardson's shipyard, at Wallsend-on-Tyne. She is 624 ft. long and 21,000 gross tonnage, and will carry 2,200 passengers.

British Columbia mills have commenced to cut an order of 8,000,000 feet of ties for the Egyptian State Railway. The ties will be shipped to Alexandria, towards the end of the present month, on board two steamships of the Canadian Government Merchant Marine.

ENQUIRY COUPON.

"CANADA," No. 797. April 16, 1921.

This coupon must be cut out and enclosed with all letters of enquiry, except those from annual subscribers.

CLASSIFIED ADVERTISEMENTS.

Advertisements under this heading will be inserted at the following rates:—Properties for sale, or business announcements of any kind, 1s. 6d. per line; minimum charge, 6s. Situations wanted or offered, etc., 4s. 6d. for first three lines, 1s. 3d. per line thereafter. Six words per line. Five insertions for the cost of four.

TO LET.

TO LET FURNISHED—A delightful little Cottage in the most beautiful part of Surrey. Nicely furnished, two sitting and two bedrooms. Local domestic help can be arranged. Rent 2½ guineas Appiy "Surrey," c/o Canada Newspaper, 110, St. Martin's Lane, W.C.2.

FOR SALE.

FOR SALE.—Farm Lands in Western Canada at reasonable prices and on easy terms; eminently suitable for mixed farming, grain growing, etc.: convenient to railways, postal and business facilities.—Address enquiries, Box 555, *Canada*, 110, St. Martin's Lane, London, W.C.2.

A CANADIAN PROFESSIONAL DIRECTORY.

This Directory of Canadian professional Firms will not only bring those using it INTO TOUCH WITH NEW CLIENTS in various parts of Canada, where this paper circulates, but also among the readers of *Canada* in Great Britain, Ireland, France, and elsewhere. Secretaries of Companies, Directors, Liquidators, Solicitors, Brokers, Financial Firms, and Investors generally in Great Britain make use of this Directory.

Instructions can be sent to our Office in Montreal or London, England.

BARRISTERS, SOLICITORS, &c.

MONTREAL—

BROWN, MONTGOMERY & McMICHAEL, Dominion Express Building, Montreal. Cable Address: "Jonhall."

A. J. Brown, K.C.
W. F. Chipman, K.C.
G. P. Vanier.
G. H. Montgomery, K.C.
R. O. McMurtry.
G. A. Coughlin.
L. H. Ballantyne.
R. C. McMichael, K.C.
W. R. L. Shanks.
F. B. Common.

Solicitors for The Royal Bank of Canada, Union Bank of Canada, Imperial Bank of Canada, The Ogilvie Flour Mills Company, Limited, Dominion Bridge Company, Limited, Northern Electric Company, Limited, Dominion Textile Company, Limited, Singer Manufacturing Company, Laurentide Company, Limited, Montreal Light, Heat & Power Company, Steel Company of Canada, Limited, Canada Cement Company, Limited, Canadian Pulp & Paper Association, Montreal Trust Company, Atlas Assurance Company, Limited, Alliance Assurance Company, Limited.

OTTAWA—

POWELL, SNOWDON & BISHOP, Solicitors, &c., 46, Sparks Street, Ottawa, Solicitors for Bank of Montreal, etc.

Any of our readers requiring the services of Canadian legal firms in cities or towns other than those mentioned above, should write to "CANADA," when the name of a good firm will be supplied.

CHARTERED ACCOUNTANTS.

TORONTO, ONT.—

RUTHERFORD, WILLIAMSON & COMPANY, Chartered Accountants, Auditors, and Trustees. Merchants Fire Chambers, Toronto. Cable address: "Willco, Toronto." Reference: Bank of Nova Scotia, Church Street.

Manufacturers' Directory and Buyers' Guide.

Nickel Silver and Brass Mills—

BARKER & ALLEN, Ltd., Birmingham, England. Nickel Silver and Brass Sheet Metal Manufacturers. Wires of every description. Cables, "Allenall," Birmingham, England.

Weldless Steel Tubes—

TUBES, Ltd., Rocky Lane, Aston Manor, Birmingham. Tubes for Rollers, Engineering Purposes, Motor Cars and Cycles.

Zinc White Manufacturers—

ORRS ZINC WHITE, Ltd., Widnes, Lancashire, England. T.A., "Orr, Widnes."

CANADIAN GOVERNMENT
Trade Commissioners
& COMMERCIAL AGENTS.

For Commercial and other information relating to Canada, application may be made to :—

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, 98, Boulevard Adolphe Max, Brussels.

Brazil.

E. L. McColl, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; Agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13, Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government Trade Commissioner, 17 and 19, Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

George E. Shortt, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam.

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, vie Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B, Main Street, Yokohama. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs Street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminster House, Adderley Street, Cape Town. *Cable Address, Cantracom.*

South-Eastern Europe.

L. D. Wilgress, c/o Canadian Government Trade Commissioner, Via Carlo Cattaneo 2, Milan, Italy. *Cable Address, Care Canadian, Milan.*

United Kingdom.

High Commissioner for Canada, 17, Victoria Street, London, S.W.1. 'Phone: Victoria 8350.

Harrison Watson, Canadian Government Trade Commissioner, 73, Basinghall Street, London, E.C.2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4, St. Ann's Square, Manchester *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Buildings, 31, North John Street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare Street, Bristol. *Cable Address, Canadian.*

G. B. Johnson, Canadian Government Trade Commissioner, 87, Union Street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.
Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

TRADE ENQUIRIES.

Opportunities for British and Canadian Firms.

Among trade enquiries received at the Canadian Trade Commissioner's Office, 73, Basinghall Street, London, E.C.2, are the following:

A correspondent in Vancouver claiming experience in men's and women's wear novelties and sundries, and a connection with the wholesale and retail trade in the Western Canadian Provinces, is desirous of securing the representation of United Kingdom manufacturers.

A firm in Prince Edward Island are in a position to offer a small quantity of canned lobsters, and wish to get into touch with United Kingdom buyers.

A Canadian tannery have for disposal 6,000 sides of finished harness leather running 1 and 2 in selection, and in weight from 14 to 30 lbs. to each side. They can also deliver a limited quantity regularly in future.

A large Canadian concern manufacturing extension tables would like to hear from importers.

A Canadian tannery offer 30 tons of medium wax splits, all shorts, 50 per cent. seconds.

A London firm of general merchants and exporters wish to import Canadian canned salmon, and are anxious to effect a connection with Canadian packers and shippers.

—* *—

AGENCIES WANTED FOR CANADIAN GOODS.

Canadian manufacturers and exporters desiring to appoint agents for the sale of Canadian goods in England, or in any part of the world, are invited to communicate with the Business Enquiries Department of the *Canadian Export Pioneer*. This journal, published monthly in London by the proprietors of *Canada*, solely for the purpose of extending Canadian trade among importers and wholesale merchants in Oversea markets, has extensive connections among English, Overseas and foreign buyers, and receives a constant stream of enquiries for agencies for Canadian productions, which are far more numerous in many lines of trade than the enquiries from Canadian firms seeking oversea agents. The *Pioneer* is, therefore, glad to take note of the wants of any Canadian manufacturer or exporting house regarding Oversea representation, with a view to introductions to its readers abroad, as opportunity arises. In addition to the journal's work by private correspondence "Business Enquiries" are a regular and important feature of the *Canadian Export Pioneer*, which is open free of charge to subscribers and advertisers for the publication of agency enquiries.

AGENTS REQUIRED.
SPORTING ENTERPRISE.
Ex Service Men, whol- or spare time
LIBERAL REMUNERATION.
Apply by letter, **CAPT. HAMMOND,**
45, CHANCERY LANE, LONDON, E.C.2.

"CANADIAN PIONEER'S" ROUND TRIP.

The C.G.M.M. steamer *Canadian Pioneer* has arrived in port after being absent from Canadian shores on a voyage for more than six months (says the St. John *Daily Telegraph*). The steamer was in charge of Captain M. H. Robertson for the entire trip.

The *Pioneer* left Montreal on September 11 last, and proceeded to Sydney for coal, and from there went to Bombay, via the Mediterranean and the Suez Canal. From Bombay she proceeded to her final destination, Calcutta. Here part of her cargo was transhipped to Singapore, Batavia, and other Eastern ports. The return cargo was taken at Calcutta, Madras, Porto Novo and Colombo for Ancona, Venice, Marseilles, St. John, and Halifax. The steamer left Aden, where the bunkers were replenished, on January 17, and arrived at Ancona on February 2. Leaving that port the steamer touched at Venice, and then went to Marseilles, arriving there on February 26. The cargo taken at this port consisted chiefly of wines for Canada. The steamer came direct to St. John from Marseilles, thus completing the first trip of the new service.

This service is being run in conjunction with the British India Steam Navigation Company, and the two companies supply alternate steamers.

—* *—

INTER-EMPIRE TRADE ORGANISATION.

The Inter-Empire Trade Organisation (of which Mr. E. Douglas Hamilton, 409, Winch Building, Vancouver, is secretary) has among its aims and objects the following:—

To direct attention to the inadequacy of Imperial supplies of important commodities, and formulate suggestions to the various Governments convened for the systematic search within the Empire for commodities of importance to industry; to deal with information as to the needs and resources of the Empire in respect to minerals and metals of economic or military and naval importance; to mature plans for promoting and improving the production of materials and commodities within the Empire; to consider and devise means for the direction of British capital towards the development of the Empire's resources; to study emigration within the Empire; to prevent minerals and other properties, including timber, from being secured by foreign concerns.

—* *—

CANADA PRODUCTS FOR RUMANIA AND GREECE.

It was stated in the Dominion House of Commons that Rumania had used $22,571,227 of the credit of $25,000,000 given by Canada in March, 1919, and Greece had used $7,475,073 of her credit of $25,000,000.

All the goods purchased with these amounts were manufactured in Canada.

In the case of Rumania the goods purchased were as follows:—Wheat, churns and butter workers, binder twine, bags, twine, agricultural binds and carts, paints, varnishes and brushes, roofing, rails, edged tools, steel rails and accessories, pig iron, cotton yarn, cotton textile, woollen goods, men's suits, shirts and overalls.

In the case of Greece purchases were:—Blankets, dubbin, revolver holsters, curry combs, wax candles, brushes, bolts, boots, sweaters, braces, men's clothing, leather, military cloth and equipment, and denim.

—* *—

PLATINUM IN B.C.

That the production of platinum in British Columbia is on the point of becoming an important industry is the opinion of Mr. S. J. Marsh, a mining man, who says investigations which he has conducted for many years have disclosed that one of the principal platinum deposits in the world is on the Fraser River and three of its tributaries—the Quesnel, the Willow, and the Cottonwood Rivers. A plant is being built, and it is expected that reduction work will be begun this spring.

Mr. Marsh believes that for 250 miles on the Fraser and 150 miles on tributary streams 75 per cent. of the black sand deposits can be dredged and concentrates to the extent of from 3 to 40 lb. per cubic yard of dirt obtained.

CANADIAN REPRESENTATIVES IN LONDON.

Dominion of Canada.

High Commissioner's Offices.—19, Victoria Street S.W.1. High Commissioner, The Hon. Sir George H. Perley, K.C.M.G. Secretary, Mr. W. L. Griffith. (Telephone: Victoria 8350.)

Emigration Office.—Superintendent of Emigration, Lieut.-Col. J. Obed Smith, 1, Regent Street, S.W.1. (Telephone: Regent 2218 and 2219.)

Province of British Columbia.

Agent-General.—Mr. F. C. Wade, K.C., British Columbia House, 1-3, Regent Street, S.W.1. (Telephone: Regent 266.)

Province of Nova Scotia.

Agent-General.—Mr. John Howard, 57, Pall Mall, S.W.1. (Telephone: Regent 299.)

Province of Ontario.

Agent-General.— 163, Strand, W.C.2. (Telephone: Central 6427, 6428.)

Province of Quebec.

Agent-General.—Lieut.-Col. P. Pelletier, King's House, 36 and 38, Kingsway, W.C.2. (Telephone: Holborn 5612.)

NEWFOUNDLAND.

High Commissioner.—The Hon. Sir Edgar R. Bowring, 58, Victoria Street, S.W.1. (Telephone: Victoria 2302.)

CANADIANS IN LONDON

Arranged Alphabetically.

A

Adams, T. N., Ottawa.—Blew House, Dulwich, S.E.21.
Addy, G. A. B. (M.D.), St. John.—York Hotel, Berners Street.
Allingham, J. H. (M.D.), St. John.—York Hotel, Berners Street.
Ami, Henry M., Ottawa.—Imperial Resources Bureau, 2, Queen Anne's Gate.
Armstrong, William H., Ottawa.—93, Melbourne Grove, East Dulwich.
Austen, E. B., Montreal.—Whitehall Hotel.
Aylwin, Mrs. T. C., and Miss M., Quebec.—Langham Hotel.

B

Barrow, Septimus, and Miss Dorothy, Quebec.—Waldorf Hotel.

SHAFTESBURY HOTEL.
Top of St Martin's Lane.
In the centre of all Theatres.
One Price. No Extras.
7/6

Barry, Arthur, Montreal. — Hyde Park Hotel.
Beale, L. P., Winnipeg.—Regent Palace Hotel.
Bennett, R. B., Calgary.—Carlton Hotel.
Beveridge, Mrs. E. C., and Miss M., Victoria. — 1, Cromwell Terrace, Regent's Park, N.W.

C

Chandler, W. M., Winnipeg.—Regent Palace Hotel.
Codling, E., Victoria.—37, Elmdale Road, Palmer's Green.

D

Da la Cova, Raphael. — Care of Austin, Young & Janish, 47, London Wall.
Donald, Lt.-Col. D., Victoria.—Royal Automobile Club.

PRIVATE SOCIAL TOURS
(For Ladies and Gentlemen)
APRIL 26. SPAIN and TANGIER.
Seville, Escorial, Ronda, Madrid, Algeciras, Granada, etc.
5 weeks ..... 125 gns.
June 2. LAKES—Italian and Swiss Lakes, 3 weeks .. 49 gns.
Summer Tours—French Chateaux and Pyrenees, Tyrol, etc.
Organised by MISS BISHOP, F.R.G.S.,
159, Auckland Road, Upper Norwood, S.E.19.

E

Eaton, Mrs. Horace E., Toronto.—37-39, Inverness Terrace, Hyde Park, W.2.

F

Farquhar, J. A., and Mrs., Halifax.—Strand Palace Hotel.
Fox, E. C., Toronto.—Hyde Park Hotel.

G

Girardot, E. F., Montreal.—Regent Palace Hotel.

GLADOLA RESTAURANT
44, SOUTH MOLTON STREET, W.1
(Close to Bond Street Tube Station).
Telephone, Mayfair 4417.
Dinner, Table d'Hôte 4/, or à la Carte
Luncheon à la Carte Dainty Teas. Home-made Cakes.
OPEN ON SUNDAYS.

H

Hall, Major, and Mrs. Gilbert, Vancouver.—Castle Hotel, Windsor.
Hame, Miss Helen, Leeds, P.Q.—Langham Hotel.
Hemsley, R., Montreal.—Care of Agent-General for Quebec.
Henderson, Dr. M. W., Victoria.—Strand Palace Hotel.
Holland, Norman, Montreal. — Piccadilly Hotel.

I

Irvine, Miss, Quebec.—Stafford Hotel, St. James' Place.

J

Jennings, I., Montreal.—Care of High Commissioner for Canada.
Jones, Maj.-Gen. Carleton, and Mrs., Ottawa. — Thanet House, Emsworth, Hants.

ROBERTS & SHORT
NAVAL, MILITARY, SPORTING AND CIVIL TAILORS,
4 & 6, BURY STREET, ST. JAMES', LONDON, S.W.1 (OPPOSITE ST. JAMES' THEATRE).

K

Kearns, Hugh, Montreal.—Piccadilly Hotel.

L

Langley, Mr. and Mrs. J. M., Victoria. — Care of Canadian Bank of Commerce.
Levie, J. C., Quebec.—Waldorf Hotel.
Lewis, Lansing, Montreal.—23, Grosvenor Road, Westminster.

Mc.

McKee, Jas. H., and Mrs., Montreal.—Great Central Hotel.

M

Major, Mrs. A. J., Ottawa.—Carlton Hotel.

P

Powell, Mrs. H. B., and Miss, Quebec.—Stafford Hotel, St. James' Place.
Price, Lady, and the Misses, Quebec. — Stafford Hotel, St. James' Place.
Price, Misses Janet and Elsie, Toronto.—1, Craven Hill, Hyde Park.

R

Ramsey, Capt. and Mrs. Stuart, Quebec.—54, Cromwell Road, S.W.

LADIES' HAND BAGS in Great Variety.
GENTS' LETTER WALLETS, WRITING CASES, DRESSING CASES, etc.
Fancy Articles of Every Description.
T. HOUGHTON, Ltd., Leather Goods and Cutlery Specialists.
76, OXFORD STREET, LONDON, W.

Reynolds, Capt. H. M. (R.C.N.), and Mrs., Halifax.—Ordnance College, Woolwich.
Rogers, Mrs. T. Sherman, and Miss Muriel, Halifax. — 37-39, Inverness Terrace, Hyde Park, W.2.
Ross, Mrs. W. G., Philip S., and W. G., jun., Montreal.—Grand Hotel.

S

Skelton, Miss Katherine C. and A. C., St. John.—Strand Palace Hotel.
Smith, E. Atherton and Mrs., St. John.—Hotel York, Berners Street.

T

Taylor, Miss Margaret, Halifax.—Strand Palace Hotel.

W

Warrington, G. D., Montreal. — Euston Hotel, Victoria.

AMERICAN PLATELESS DENTISTRY.
Highly Recommended by the Profession.
Mr. G. MURRAY BARKER,
10, Duke St., Manchester Square
(nr. Selfridges). W.1. *Tel. Mayfair 1939.*

White, Mrs. W. W., and the Misses Mary and Edith, St. John. — Hotel York, Berners Street.
Whitman, Arthur A., Halifax. — Hotel Russell.
Woods, James W., Sherley, and James Wm., jun., Ottawa.—Carlton Hotel.

—— * * ——

STEAMSHIP SAILINGS.

(Subject to Strike Conditions.)

C.P.R.

Liverpool to Quebec or Montreal.
Wednesday, April 20.—*Minnedosa.*
Friday, April 22.—*Metagama.*
Saturday, April 30. — * *Empress of Britain.*
Friday, May 6.—*Victorian.*
Wednesday, May 11.—**Empress of France.*
Friday, May 13.—*Melita.*
Friday, May 20.—*Minnedosa.*
Wednesday, May 25.—**Empress of Britain.*
Wednesday, June 1.—*Metagama.*
Wednesday, June 8.—**Empress of France.*
*Three-class steamers.

Glasgow to Quebec and Montreal.
Wednesday, April 20.—*Pretorian.*
Saturday, May 28.—*Pretorian.*

Southampton to Quebec and Montreal.
Wednesday, April 27.—*Scandinavian.*
Wednesday, May 11.—*Corsican.*

WINES, SPIRITS AND CIGARS AT WHOLESALE PRICES
SPECIAL OFFERS!!
List of Stocks on application.
IMMEDIATE DELIVERY: 'Phone City 568.
UNION OF COMMERCE, Ltd., Dept. C,
2, LAURENCE POUNTNEY HILL, LONDON, E.C.4.

Thursday, May 19.—*Tunisian.*
Wednesday, June 1.—*Scandinavian.*

China, Japan and Australasia.

The next C.P.R. steamship sailings from Vancouver to China and Japan are the *Empress of Asia*, April 28; *Monteagle*, May 10; and *Empress of Russia*, May 26. The R.M.S. *Niagara* leaves Vancouver for Australasian ports on May 7, and the *Makura* on June 4.

Cunard Steamship Co.

Liverpool to Halifax or New York.
Saturday, April 16.—*Caronia.*
Tuesday, May 3.—*Carmania.*
Wednesday, May 11.—*Cameronia.*

Southampton to New York.
Saturday, April 16.—*Berengaria.*
Saturday, April 23.—*Aquitania.*
Saturday, April 30.—*Mauretania.*
Saturday, May 14.—*Aquitania.*

London to Halifax.
Saturday, May 14.—*Saxonia.*

White Star Line.

Southampton to New York.
Wednesday, April 20.—*Adriatic.*
Wednesday, May 4.—*Olympic.*
Wednesday, May 18.—*Adriatic*

Liverpool to New York
Saturday, April 16.—*Celtic.*
Saturday, April 30.—*Cedric.*

Red Star Line.

Southampton to New York.
Friday, April 15.—*Finland.*
Friday, April 22.—*Lapland.*
Friday, April 29.—*Kroonland.*

White Star-Dominion Line.

Liverpool to Quebec and Montreal
Thursday, April 21.—*Canada.*
Thursday, April 28.—*Vedic.*
Saturday, May 7.—*Megantic.*
Saturday, May 21.—*Canada*
Saturday, June 24.—*Megantic.*

Manchester Liners.

Manchester to St. John and Halifax.
Saturday, April 23.—*Manchester Importer*

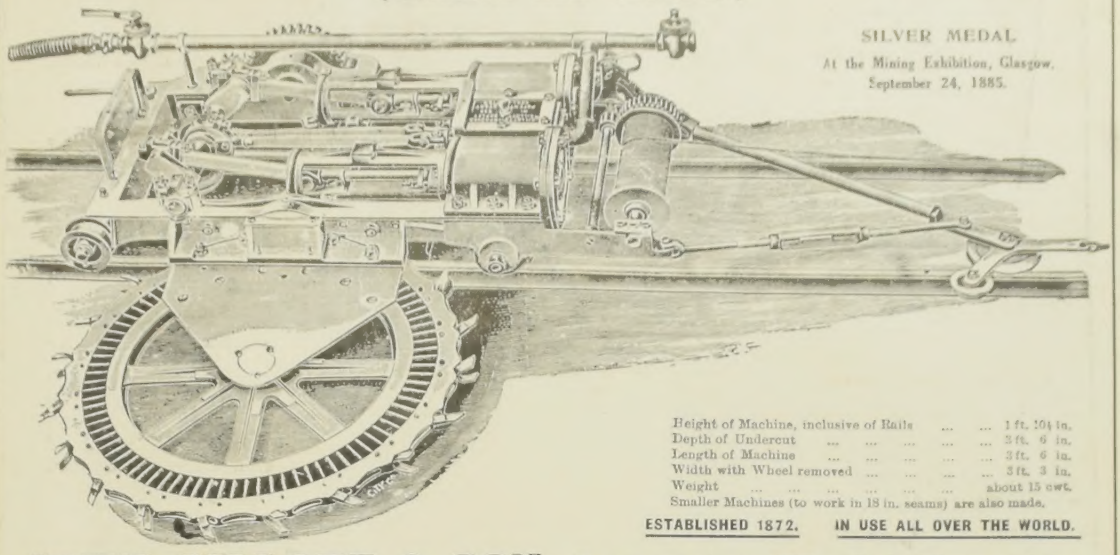
Manchester to Quebec and Montreal.
Thursday, April 21.—*Manchester Port.*
Thursday, May 5.—*Manchester Exchange.*

Letters, parcels and newspapers are due by direct mail from Canada by the R.M.S. *Victorian* on April 23 and the *Corsican* on April 25.

Letters only viâ New York are due by the *Mauretania* to-day, the *Kroonland* on April 17, and the *Aquitania* on April 19.

GILLOTT'S IMPROVED ROTARY COAL CUTTING MACHINE.

("GILLOTT AND COPLEY.")



SILVER MEDAL
At the Mining Exhibition, Glasgow.
September 24, 1885.

Height of Machine, inclusive of Rails	1 ft. 10½ in.
Depth of Undercut	3 ft. 6 in.
Length of Machine	3 ft. 6 in.
Width with Wheel removed	3 ft. 3 in.
Weight	about 15 cwt.

Smaller Machines (to work in 18 in. seams) are also made.

ESTABLISHED 1872. IN USE ALL OVER THE WORLD.

JOHN GILLOTT & SON, Lancaster Works, Barnsley,

Make a Speciality of

COAL-CUTTING MACHINERY; MACHINES FOR COAL HOLING; MACHINES FOR FIRECLAY HOLING, HARD OR SOFT; MACHINES TO TAKE OUT A PRICKING BETWEEN TWO COALS. The only machines in successful operation and giving profitable results.

Will cut from 20 yards per hour in hardest Coal or Fireclays. Is made almost wholly of Steel. Amount of work guaranteed. Is lighter, more portable, durable and compact, and will do more and better work than any other machine. 20,100 yards holed in 1,726 hours in six months in a 28 in. seam of Coal, including all stoppages, and producing 12,500 tons of Coal. We had 17 of our machines at work at the Colliery where this was done.

INSPECTIONS MADE WITH VIEW TO WORKING MACHINERY AND APPROXIMATE RESULTS GIVEN. ASK FOR CIRCULAR "S."

Raise Food in Canada.

The Family which raises its own food is Independent.

CANADA'S
Wheat Crop in 1920
was 100,000,000 bushels more than in 1919.

Will you help, either as farmer or farm labourer, to make it still greater in 1921?

For full information apply to:
SUPERINTENDENT of EMIGRATION for CANADA, 1, REGENT ST., LONDON, S.W.1.

or to the nearest Canadian Government Emigration Agent at any of the following addresses: 48, Lord Street, Liverpool; 139, Corporation Street, Birmingham; 52, Baldwin Street, Bristol; Canada Chambers, Museum Street, York; 107, Hope Street, Glasgow; 116, Union Street, Aberdeen; 17-19, Victoria Street, Belfast; 44, Dawson Street, Dublin; 54, Castle Street, Carlisle; Market Place, Peterborough; 310, High Street, Bangor, Wales. Or to any Licensed Booking Agent.

CANADA'S GRAND TRUNK RAILWAY SYSTEM

CANADA'S GRAND TRUNK RAILWAY SYSTEM

connecting with

The Canadian National Railways.

¶ Ocean Tickets issued by all Atlantic Steamship Lines.

¶ Rail Tickets issued to all points in Canada and United States.

¶ Passengers met on arrival and all assistance given.

THE INTERNATIONAL LIMITED.
CANADA'S TRAIN DE LUXE.

¶ Through Bills of Lading issued to Montreal, Toronto, Winnipeg, Vancouver, Chicago, Detroit, St. Paul, and all principal points in Canada and United States.

Through Trains to Montreal, Toronto, Winnipeg, Regina, Saskatoon, Edmonton, Vancouver, &c.

THE CANADIAN EXPRESS COMPANY

handle Packages, Live-stock, etc., by Mail Steamers in connection with the Grand Trunk Railway System.
Money Orders issued, payable in Dollars and Cents.

WRITE FOR ILLUSTRATED BOOKLETS FREE.

EUROPEAN TRAFFIC OFFICES:

LONDON, S.W.1	17-19, Cockspur Street.
LONDON, E.C.3	44-46, Leadenhall Street.
LIVERPOOL	20, Water Street.
GLASGOW	75, Union Street.
PARIS	47, Rue Cambon.

H. DEER, Secretary,
Dashwood House, E.C.2.

FRED C. SALTER,
European Traffic Manager.

CANADIAN EXPORT PIONEER:

110, St. Martin's Lane, London, W.C.2.

A Monthly Journal of Information for all Possible Buyers of Canada-Products.

THE
HUDSON'S BAY COMPANY

OFFERS FOR SALE

FARMING AND GRAZING LANDS

IN THE PROVINCES OF

MANITOBA, SASKATCHEWAN, AND ALBERTA

ON EASY TERMS OF PAYMENT.

Valuable business and residential sites for sale at Fort William, Winnipeg, Prince Albert, Edmonton, Calgary, Victoria, etc.

Full information at the Company's Offices, Winnipeg, Canada, or 1, Lime Street, London, E.C.3.

Printed by the Avenue Press (L. Upcott Gill & Son, Ltd.), 55-67, Drury Lane, London, W.C.2, and published by the Canada Newspaper Co., Ltd., 110, St. Martin's Lane, London, England, and 4, Hospital Street, Montreal, Canada.—Saturday, April 16, 1921.